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SPARKS JOURNAL

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ALESSANDRO VOLTA





LUIGI GALVANI

RECORDING THE EARLY HISTORY & DEVELOPMENT OF THE WIRELESS

VOLUME 4, NO. 2

SPARKS - JOURNAL - QUARTERLY

BRISTOL BAY EDITION - 1981

THE GREAT 'STAR' FLEET

By CAPTAIN HAROLD D. HUYCKE



STAR OF ALASKA

Joe D. Williamson - Photo

Chronicle of a Great Era



This issue of SPARKS JOURNAL takes you back through the annals of time to an era rich in history — a time when the Wireless was in its infancy and the wireless-men of the period had the rare opportunity of sailing on one of the "tall ships" in their yearly quest for salmon in the waters of the Far North shortly after the turn of the century.

It was a period rich in action, raw experiences and episodes few have ever experienced. A period of the 'Entrepreneurs — great and small, who were willing to "gamble their all" on the tides of fortune with their own magic keys (ideas) to unlock the treasurers of great riches in the unexploited land. Some made it big, others lost their 'all' in quest of fame and fortune.

ALASKA WAS THE MAGNET... already made famous by Robert Service -- "The Great Land ... "way up yonder!" This time, instead of GOLD it was FISH -- which you could exchange for gold. The rich waters of Alaska's streams, rivers and bays teemed with some of the most edible fish in the world. These were just waiting to be caught, canned and delivered to a public that was eager to pay the price.

(continued on Page 3)

EVEN IF YOU LIVED in the San Francisco Bay area in September, 1930, the chances are you weren't aware of the arrival of the ship *Star of Alaska* from Alaskan waters, rolling easily through the Golden Gate in tow of a hard-working steamer. That was on the 19th of September, and the *Star of Alaska*, a steel full-rigger 44 years old at the time, brought to an end an era in Pacific Coast maritime history.

Star of Alaska was one of 19 ships whose names began with *Star*, that once called the port of San Francisco "home." There was the *Star of Bengal*, gone these 50 years with the bones of a hundred Chinese entombed in her rusted hull; *Star of Falkland*, which went out of the Golden Gate in the spring of 1928 and never returned; *Star of England*, which knew the City by the Golden Gate long before the fire of 1906; *Star of Shetland*, which left the Bay scarcely 20 years ago on a voyage to a scrapyard in Japan. There were many more, each as different from her sisters as human beings are from each other.

These ships belonged to the Alaska Packers Association of San Francisco. In 1893 the Association was formed by merging small Alaskan salmon canneries, which had been suffering and expanding alternately with the fluctuating demand for canned salmon. The waters of Alaska and the Pacific Northwest teemed with salmon. The relative inaccessibility of the fishing grounds called for ships that could sail across more than 2,000 miles of open, oft-times stormy seas, and bring a season's pack of salmon home in the fall. Supplies and workmen could be taken to the cannery and fishing sites by sea only. The need for ships of large carrying capacity was thus obvious.

There was at that time a well-established shipbuilding industry on the Pacific Coast to meet the growing shipping demands of the lumbering and logging interests. These yards built sailing vessels suited to the coastwise and limited offshore lumber trades, but except for a few Pacific Coast-built schooners and barkentines, the new Association found the larger square-riggers from the New England shipyards more suitable.

The first few years they chartered an assortment of ships owned mostly in San Francisco. Salmon fishing in Alaska was a seasonal occupation, starting in late spring and running toward the end of August, and by chartering the Packers avoided the expense of maintaining a fleet during the winter. But they ran into the problem of the limited facilities of the chartered ships. Salmon packers were not exactly considered to be in the deep-sea trade, but rather more like "floating warehouses." Their actual time at sea rarely exceeded three months a year. Within seven years of organization, outright ownership of vessels became established policy and thereafter only extra-large catches forced the Association into the charter market for additional bottoms.

By the turn of the century came the problem of replacements. The large square-riggers the Packers owned were not new, and they were of wooden construction. American shipyards, generally speaking, hadn't turned to steel ships as had the European builders. Then, as now, American law prohibited the use of foreign-built ships in coastwise trade, except for repaired wrecks and ships admitted to United States Registry by Special Act of Congress.

In 1898 the Hawaiian Islands were annexed by a joint resolution of Congress but this did not immediately change the status of ships owned by Hawaiian citizens or ships registered in Hawaii but owned by Americans. However, within two years another Act of Congress provided that all ships that carried Hawaiian registry between June 14 and August 12, 1900, would be entitled to the full rights of American coastwise trade. Several British-built ships were immediately affected, and in the two months' leeway several additional ships were registered in Hawaii.

Thus a good-sized fleet of iron and steel ships became eligible for the Alaska Packers trade. The small ship *Euterpe* was the first of 19 iron and steel square-riggers to fly their swallow-tail houseflag. After the turn of the

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Wireless Hall of Fame

TOP PANELS FEATURING

Alessandro Volta & Luigi Galvani

TURN TO PAGE NINE

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SPARKS JOURNAL USPS 365-050

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SPARKS JOURNAL
July 30, 1981
PUBLICATION DATE
Volume 4 Number 2 Intercom "B"
BRISTOL BAY EDITION



NORTHWARD BOUND

The Packers' Ships are northward bound
There's one that sails today
Her skippers got his order to
Proceed to Bristol Bay.
The anchor's up. The topsails set.
The sky is dark. The weather's wet
And the wind is icy cold.
But fair or foul, she's coming back
With Alaska salmon in her hold!

Anon.

Note: Member Brandy Wentworth found the above ditty on the wall near a photo of the Balclutha (Ex- Star of Alaska) while visiting in the San Francisco Maritime Museum.

THE SKIPPER'S LOG

"Clearing the Hook"

By **BILL BRENNIMAN**



BRISTOL BAY EDITION The BRISTOL BAY EDITION of Sparks' Journal honors the hundreds of Wireless men who joined and participated in the annual quest for SALMON in the waters of Alaska. It was a "Wireless Epic" that ran for 35 years or so.

We hope you find the experiences of members who furnished their stories both interesting and entertaining. It is a bit of history and the heritage of our members. It is difficult for those who did not visit Alaska in the early days to realize the challenges that arose almost daily - or the rugged life they had to endure at some of the cannery locations - also the life-style on the windjammers that furnished transportation to and from the 'Far North'. It returned one to the 'basics' of life - quick! Somehow the men who vowed 'never to return' rejoined the Salmon Armadas again and again! It was a challenging way of life that these men enjoyed meeting. PLEASE TURN TO PAGE 47 WHERE YOU WILL FIND THE "SKIPPER'S LOG" CONTINUED

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CHRONICLE OF A GREAT ERA

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A great industry was spawned — that of fishing for and canning the various varieties of salmon. The great Kings or Chinooks; Reds or Sockeyes — the most prized of all (even if a bit small); The Cohoes or Silvers; The Pinks or Humpbacks, also the Chums which while rich in fat, brought a lower market price.

Fisheries and canneries mushroomed all over the Great Land. Hundreds of vessels, large and small, made the annual migration with hordes of fishermen and cadres of technicians and officials. All were jam-packed aboard the fishing fleet . . . outward bound for Alaska and another season!

Wireless added a new dimension and was quickly recognized and adopted by many of the outfits that had 'fish' on their minds. The initial equipment was quite primitive and hardships were many. It was not until later years that the 'big' outfits went all-out for modern and efficient equipment. Hundreds of wireless-men became a part of this fishing-expedition, many of them among the avant garde who took part are now members of the Society. We are pleased to bring you a few of their stories and experiences in an effort to preserve "our" history of this great period for posterity.

Several years ago, Karl Kortum, Director of the San Francisco Maritime Museum with its attractive exhibits of nautical artifacts devoted a special edition of their publication "SEA LETTER" to feature the history of the ALASKA PACKERS ASSOCIATION, one of the largest in the field. Contents of this entire issue covered in picture and words "THE GREAT STAR FLEET" with perhaps the largest number of "Square Riggers" the world has ever known.

The story was authored by Captain Harold D. Huycke whose wide ranging interest in maritime history found focus in the long-neglected story of the West Coast shipping and the great square-rigged Alaska Packers fleet in particular. It delineates much of the background of the era in a colorful manner with emphasis on being technically correct and in words a Master Mariner could only furnish. We compliment Editors Roger Olmstead and Baseil Knauth for their excellent treatment of Captain Huycke's story in the Museum's SEA LETTER. Captain Huycke incidentally is SOWP — Technical Associate Member TA-141.

We feel the history of the Alaska Packers Association and the story of their "STAR FLEET" would be of unusual interest to our members, hence requested and received permission to reprint the full coverage of Captain Huycke's article. We would like to thank Mr. Kortum and his staff, and Captain Harold D. Huycke for permission to republish this fine story. His story was first published in the magazine "YACHTING" in 1960 hence we also wish to extend credit also to this maritime publication.

It might be noted that TWO of the ALASKA STAR SHIPS have been preserved and still open to the public for inspection and boarding. The STAR OF ALASKA renamed the "BALCLUTHA" its original name when launched nearly a century ago, is a great attraction at Fisherman's Wharf on the San Francisco Embarcadero. This "Square Rigger" was restored by the Maritime Museum Association in 1955. The Balclutha was saved from the wrecker's cutting torches as she sat on the Sausalito mud flats by a unique Bay Area community effort which was stimulated and directed by the Museum Staff. We would like to mention that MEMBERSHIP in the SAN FRANCISCO MARITIME MUSEUM is available at a nominal cost. You may wish to endorse their effort and objectives. Many benefits are available.

ADDRESS: The National Maritime Museum of San Francisco
Foot of Polk Street (Northbeach)
San Francisco, Calif. 94109

Those living in or visiting Southern California, especially the San Diego area, should not miss a visit to the "STAR OF INDIA" which is moored on the San Diego Embarcadero. Captain Carroll G. Bowman has always been a wonderful host to our San Diego Chapter (IV) which has held many meetings and reunions aboard the Star of India on the "Orlop Deck". Incidentally, this Chapter was named . . . "STAR OF INDIA CHAPTER" many years ago which is indicative of our close 'tie-in' with the Great Star Fleet.

We hope you enjoy the stories from many SOWP members who have furnished material and pictures for this issue. Also the historical record in picture and story by Captain Huycke. Special thanks to Mr. Karl Kortum and John Maounis of the National Maritime Museum of San Francisco for their cooperation in working up copy for this issue, as well as Yachting and the Museum for permission to reprint their Sea Letter copy. - 30 -

William A. Breniman
Editor and Publisher.



ALASKA . . . PERSPECTIVE

ALASKA MEANS MANY THINGS TO MANY PEOPLE!

To the prospector it meant GOLD! The Sportsman thought of it in terms of the great brown bear and moose; Lumbermen and saw mill operators eye-balled the timber and tall trees on its hills and valleys; Artists noted the beauty of its mountains and rivers, transferring it to canvas when possible; Robert Service thought of it as a land of "Wide open spaces" where Silence has lease; Teachers swarmed to the country with the thought of Marriage; Wireless men thought of spanning the vast distances with their telegraph systems, sans wires; An ardent sport-fisherman viewed every river for trout, salmon or char; The trapper thought of the fur seal, beaver, sea otter and lesser fur-bearing animals he could trap or lure; The Eskimo thought of Alaska as 'home' - whales, walrus, seal, caribou, sled dogs, salmon. Today American motorists think of OIL — to bring prices down and insure supply for motoring. Tourists savor the beauty of the land and catch a fleeting feel of the spell this great land casts upon you. Historians think of Seward and the Russian impact on maritime Alaska. Each individual sees it through his or her own eyes and it holds a different meaning to each.

One either LOVES or HATES Alaska! There can be no middle ground. The only ones with no feeling about this great country are those who have never been there.

The meaning of the country to FISHERMEN and WIRELESS MEN covered in this issue of the JOURNAL is . . . SALMON!

Here are a few facts about the country that may be somewhat difficult to comprehend:

Alaska crosses four time zones
It is still 90-percent uninhabited
Seven million acres of lakes
119 million acres of forests
14 of the highest mountains in the U.S., with North America's highest peak.
33,000 miles of coastline
The greatest abundance of fish and wildlife in North America
More volcanoes than anywhere else on earth
Vegetables you can't believe; 75-pound cabbages, carrots as big as your forearm, beets as big as your head
The biggest glaciers in the world (one fifth of the earth's fresh water locked up in them)
And the Air! . . . So pure you wouldn't believe it.

This was the destination of the great Square-riggers, beloved by Conrad and Masefield. Fortunately for us, they had not been altogether swept off the seven seas . . . at least in 1926. Today of course they are gone. Each year this grand old fleet of windjammers, flying the burgee of Alaska Packers and others such as "HUNGERY PETERSON" (Bristol Bay Packing Co.) Libby McNeil, Northwest Fisheries, etc., hauled anchor along the first of April each year and set their course for the North carrying an average of about 130 men each. Quantities of tinsplate and box-shooks, for putting up the season's salmon catch were stored in the hold along with provisions. Most of the men were of course cannery hands most of them substituting as sailors to and from the fishing grounds.

Once the hook was dropped at destination in Bristol Bay or elsewhere the action on board shifts shore-side as cannery hands transfer cargos ashore and got ready for the 'runs of salmon' that were to be processed and canned for stateside use. The ship became a very quiet place with the captain and perhaps a deck hand or so and cook aboard. They wait until near the end of the 'run' when cargos of canned salmon are lightered aboard — a transformation of the tinsplate and shooks to packed merchandise which will soon reach the worlds markets.

Generally, September brought an end to the catch. The cases of salmon were all loaded and sailors who were fishermen broke out the topsails, fore-and-aft got-gallant, royal and courses . . . they heel gently to the breeze . . . come up into the wind just enough to lift the weather clew and they're off — homeward bound!

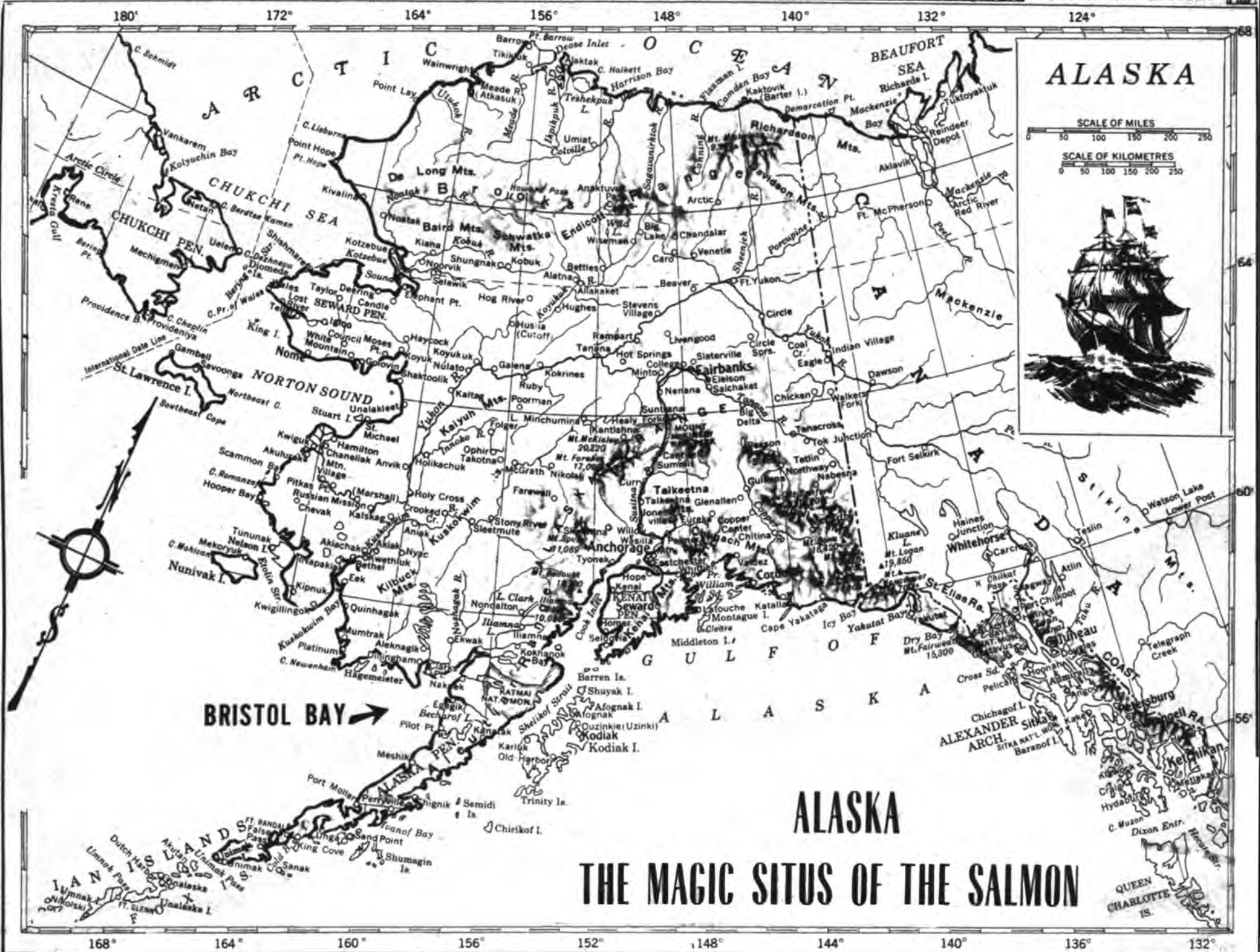
The tinkle of the ship's bell tolling off the half hours, the hiss of the crisp white foam as it slips by to leeward, the scudding clouds overhead and the easy roll of the deck beneath their feet, all these are notes which formed the fabric of the glorious song of the homeward-bound crews and this song was in the hearts of those days just as surely as it was on the lips of the chantymen of old as they broke into the rousing strains of . . . "We're homeward bound; good by, fare ye well!" Barring foul weather and head winds, these sailing ships would average about thirty days making the return passage. The smartest passage ever made, however, by one of these fleets was 21 days by the old 'Sterling' in 1900 when she made the run to "Frisco Bay" three weeks on the nose. The following year this splendid ship came to grief when she piled up on the rocks of Bristol Bay and was lost.

INSPIRING SIGHT. Once having cleared the Alaskan coast and negotiated Unimak Pass, these big wind-jammers were strung out all the way from Berning Sea to the Golden Gate. To the lover of ships, it was an inspiring sight to see these lofty square-riggers pass through the heads and into San Francisco Bay on a bright autumn day to swing at anchor. After unloading their cargo of salmon catch they were towed across the Bay to the Oakland Estuary. The ships were warped into their berths and tied up for another winter.

No quarters were allowed for sentiment as steam took its toll over sail. The days of the great tall-ships came to an end circa 1930 although four or five remained in the Estuary for several more years. It was the end of a great era in American shipping and for the Wireless men who took part. Over the years the rough and tough life has been forgotten. Pleasant memories of these beautiful ships under full canvas as we watched them glide noiselessly into the mists of the North remain in our minds and hearts. - 30 -

William A. Breniman
Editor - Publisher.

Nautical History - Early Days of Shipping



THIS WAS THE LURE

THE PACIFIC SALMON

Though Pacific salmon were first named for the Atlantic salmon (genus *Salmo*), they belong to the genus *Oncorhynchus*—Greek for “hook nose.” There are six Pacific salmon species; a surprise for many Westerners who know only five salmon. The sixth, *Oncorhynchus masoni*, is a native of Japan.

Our five salmon have for their scientific names their common names in Russian—*tschawytscha*, *kisutch*, *nerka*, *keta*, and *gorbuscha*. The Russians knew these fish before we did, both in their own Siberian rivers and during Russia’s occupation of Alaska and California.

Here is a guide to the five, including an unraveling of their sometimes confusing common names:



Oncorhynchus tshawytscha

The king salmon (*Oncorhynchus tshawytscha*), also called chinook, spring and tye, is found from Monterey, California, northward to Norton Sound, Alaska. Forty- to seventy-pound kings are not unusual, and individuals weighing more than 100 pounds have been caught.

Young king salmon may remain in fresh water from 1 to 3 years before descending to sea. Maximum age is probably about 8 years.



Oncorhynchus nerka

The red salmon (*Oncorhynchus nerka*) or sockeye, is also sometimes called the blueback. It has bright red flesh, and is, along with the king salmon, most prized of the Pacific salmon. Weights at maturity range from 2 to 12 pounds, usually running from 6 to 8.

In most cases the red salmon spawns in a river system in which there are connected lakes, and after hatching, the young spend from 1 to 3 years growing in the lake or lakes before descending to sea. Maximum age for red salmon is probably about 7 years; most return to spawn at 4 or 5. Landlocked red salmon, called kokanee, are fairly common, but they seldom grow to more than 12 or 15 inches in length.



Oncorhynchus kisutch

The coho salmon (*Oncorhynchus kisutch*) is also known as the silver, or silversides. Found from California to Kotzebue Sound, Alaska, it averages less than 10 pounds at maturity, although extreme weights of up to 30 pounds are known.

Young cohoes generally go to sea after a year in fresh water, although some remain in rivers and lakes 2 years, possibly more. Most cohoes mature and return to spawn at 3 or 4 years of age.



Oncorhynchus keta

The chum salmon (*Oncorhynchus keta*), also called the dog or calico salmon, has light-colored flesh, and traditionally has brought a lower price than the other brighter-fleshed Pacific salmon. Found from Oregon to Kotzebue, chums average 8 or 9 pounds, although weights of more than 30 pounds are known.

Chum salmon fry go immediately to sea after absorbing the yolk sac and leaving brood gravel. Chums mature at from 3 to 6 years of age.

THE SALMON

All Pacific salmon display homing instinct and return to the streams of their birth, with the red and king salmon showing the most pronounced homing; the other species wander somewhat, but basically return to home streams for spawning. All species deposit their eggs in the gravel of fresh-water streams or lakes. The female digs the redd, or nest, mostly with her tail, and at the time of depositing, the male fertilizes the eggs. They are then covered with gravel, and hatch in 2 to 4 months, depending upon water temperature. All Pacific salmon die after spawning.



Oncorhynchus gorbuscha

The pink salmon (*Oncorhynchus gorbuscha*), also called the humpy, or humpbacked salmon, is the smallest of the Pacific salmon at maturity, averaging 3 to 4 pounds, with maximum weights ranging to more than 10 pounds. It is found from the Columbia River north to Kotzebue Sound, Alaska.

SOCIETY OF WIRELESS PIONEERS

Bristol Bay Certificate

ALASKA SERVICE RECORD
 1924 - City of Sydney - Windjammer
 1928 - La Merced KBGH (Windjammer)
 1929 - Port Herber KOV U.S. ALASKA PACKING CO.

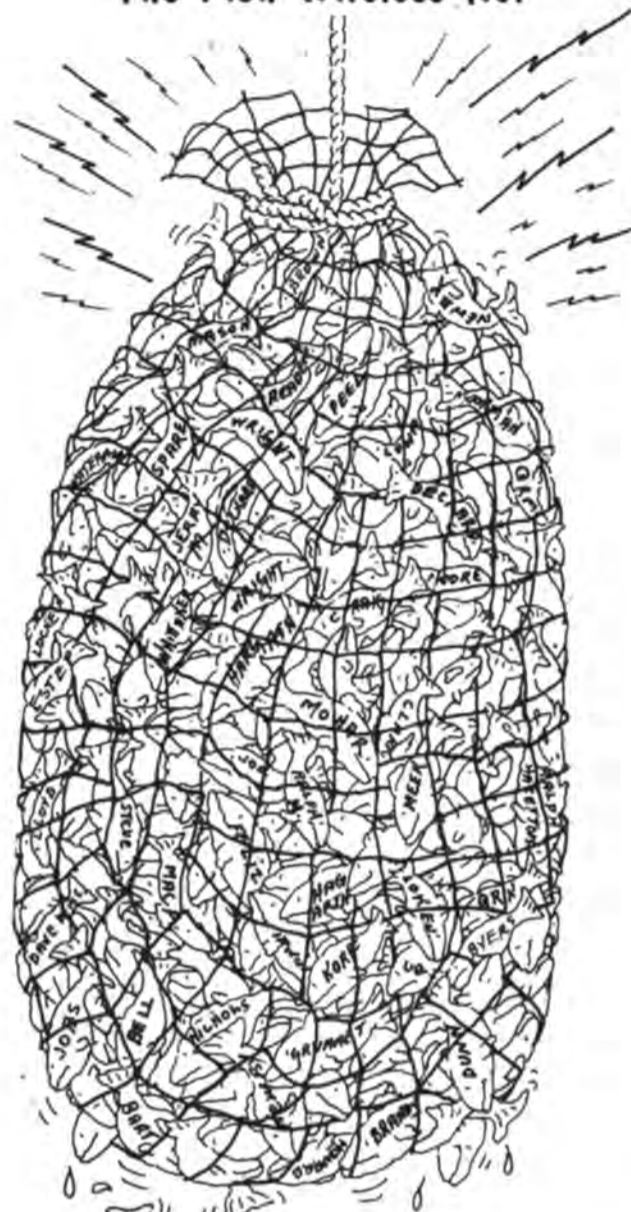


ATTEST
Elmer K. Oddy
 NATIONAL PRESIDENT
W. S. ...
Melvin L. Grummet
 Chairman
 "Bristol Bay" Committee

HISTORICAL PARTICIPATION AWARD

This special BRISTOL BAY CERTIFICATE was issued to Member
GERRALD A. WHITTAKER SOWP # **6-SGP**
 In recognition of his service in the great Alaskan Salmon industry during a period in American history when wireless communication was in its early stages of development and majestic sailing ships were used to transport men and cargoes to and from Alaska.

The Fish Wireless Net



This one got away

Bristol Bay Certificates

A project of considerable interest to many members of the Society was undertaken several years ago by Melvin L. Grummet (1740-SGP) who had an idea that perhaps many of the hundreds of men who participated in the quest for salmon in the Bristol Bay area and other Alaskan waters during the "Days of Sail" might like to get together and hold a reunion, or open an avenue to contact one and another.

He talked the matter over with Earl Korf, John Mohar, Clift Nichols, Chester Ferguson, Jerry Whittaker and others ... all "Old Alaskan Hands" and they appointed him Chairman of the "Bristol Bay Wireless Pioneer Club". They gave him the "full speed ahead" signal.

He asked the Society if we would sponsor such a project and since the idea of bringing 'old timer wireless men together' is the central theme of our existence, we were only too happy to publicize the idea and handle the details.

"Mel" Grummet designed a very handsome certificate which we had printed in color on parchment paper to be awarded to qualifying members. Documentation for membership requires that eligible prospects must have served a time as wireless operators in the fishing fleet, at a cannery station or in positions that related to this activity in Alaskan waters.

There are no dues and certificates are furnished without charge except a modest fee of \$1.00 to at least partially cover cost of certificate and the mailing of same. The certificate is a handsome souvenir and suitable for framing. It measures 8½ x 10½ inches. It is mailed without frame but protected with an acetate envelope and chipboard to protect it in the mail.

Though several years have passed the certificates are still available. Applicants should furnish a resume of their experience including assignment dates in the Far North, Call Letters and other details for use in processing data required.

We, of course, obtained the necessary piscatory license from King Neptune (also King Salmon III) who extended broad permission to handle the project. We believe you will enjoy membership and the beautiful souvenir of the Far North ... the country Service made famous.

- | | |
|-------------------------------|---------------------------|
| 23. WEBSTER, Jim | 46. LOKEN, Marty |
| 24. WILLIAMS, DAVID T. | 47. McFARLANE, Hugh |
| 25. DUNN, Charles M. | 48. MASON, Howard F. |
| 26. GLEASON, Robert J. | 49. STEPHENS, Frederick |
| 27. HOWARD, L.J. | 50. READEN, Emory W. |
| 28. WRIGHT, Robert A. | 51. STEVENS, Herberth |
| 29. ZALUSKEY, E.R. | 52. JOHNSON, ONEY (SK) |
| 30. OLSON, Keith Oscar | 53. CRAIG, Harold F. (SK) |
| 31. LEIGH, CAPTAIN Philip (H) | 54. BARTLETT, Dexter S. |
| 32. BYERS, Lloyd J. | |
| 33. IRWIN, Julian | |
| 35. DECKARD, Fred D. | |
| 36. CLARK, Kenneth G. | |
| 37. MELVILLE, John G. | |
| 38. WELLS, William B. | |
| 39. NEWBY, Ray | |
| 40. LUNA, Michael | |
| 41. MAZLETON, Ralph L. | |
| 42. MOORE, Alvin R. | |
| 43. WRIGHT, Donald T. | |
| 44. LLOYD, Harold A. | |
| 45. PEEL, John A. | |

Many of our members probably qualify for BRISTOL BAY CERTIFICATES but have not yet applied. Tab is \$1.00 mostly for mailing expense. Documentation should be furnished

The following are recorded as having spent time in the Cannery of Alaska or on ships associated with them: George Spare, Max H. Kearns, George Chin, Halsey (Star of Greenland) Frank Shaeffer, Charles S. Daggy, John Imsand, William Klein, Fred Fehr. Carl Jorgenson, Laverne Shatto.

BRISTOL BAY'ERS MEET AFTER 51 YEARS

By Melvin Grummet 1740 - SGP

In the 1974 issue of "SPARKS" (Vol. 1 No. 2) there appeared an article "BRISTOL BAY -1924" by Earl W. Korf, 613-P. Earl did such a fine job there seems to be little else to tell - but I have to get into the act by submitting a few notes of my own.

Earl and I met at Bristol Bay in 1924. He was on the sailing ship "Star of Italy" and I was on the "Star of England". I fortunately met Earl 51 years later - April 5, 1975 - at an Elmo Pickerill Chapter XI SOWP luncheon at Rochelle Park, N.J.

Thanks to SOWP and Earl, we have been in touch with another member who also sailed on one of the Alaska Packers fleet to Bristol Bay in 1924 - John Mohar, 1803-SGP (D) - he sailed on the "Star of Falkland". Referring back to some notes I made in 1924:

(Continued to Page 32)

Bristol Bay Wireless Club

BRISTOL BAY CERTIFICATES have been issued to the following members who have furnished suitable documentation to qualify for these beautiful certificates.

- | | |
|---------------------------|----------------------------|
| 1. GRUMMET, Melvin L. | 9. BELL, Joseph W. |
| 2. WHITTAKER, Gerald | 10. FELIZ, S. J. |
| 3. KORF, Earl | 11. BROWN, Robert P. |
| 4. NICHOLS, Clif | 12. MEEK, George L. |
| 5. WENTWORTH, Brandon (H) | 13. COOKSUN, HOWARD (SK) |
| 6. MOHAR, John | 14. BLAIS, Maurice J. |
| 7. FERGUSON, Chester | 15. LATOURELL, Doane D. |
| 8. WATERMAN, Ed (SK) | 16. WIEHR, Henry F. (SK) |
| | 17. HARGATH, Thomas A. |
| | 18. MOORMANN, Girard J. |
| | 19. JOBS, Thomas A. |
| | 20. ESTEP, Gerald a. |
| | 21. ESTEP, Harold A. |
| | 22. ERICK, William J. (SK) |

'MY BARKENTINE ADVENTURE'

I SAILED A "WINDJAMMER" TO ALASKA

SAGA — THE LAST VOYAGE OF THE SIX-MASTED BARKENTINE 'CITY OF SYDNEY' TO BRISTOL BAY FOR SALMON.

— OR —

"Telling it as it was . . . My Initiation to *Raw Life Aboard a 'Tall Ship'* as it sailed into oblivion."

By Gerald A. Whittaker

The year was 1924, the middle of March, when I found myself aboard a tugboat heading for the six-masted barkentine, the sailing ship, *City of Sydney*, anchored in San Francisco Bay.

I was 20 years old, had just gotten out of the Coast Guard in January, and had sailed from New York around through the Panama Canal to Seattle on the American-Hawaiian freighter, the *S.S. Texan*, WKT. A chance encounter in the RCA Static Room, the hiring hall for wireless operators in those days, fired me with enthusiasm for making a trip to Alaska rather than returning to the east coast, and at the first cannery outfit I hit, I landed a job on the *City of Sydney*, leaving for Bristol Bay, Alaska the following morning. The job paid \$90 a month. The next morning I was there with my paper suitcase, holding all my earthly belongings, ready and eager for the big adventure, a trip to Alaska on a windjammer.

I am told that the *City of Sydney* was one of only two six-masted barkentines the world has known. Built in 1875 as an iron-hulled steamer for the Pacific Mail Line in the Australian trade, her hull was purchased in 1916 by L. A. Pedersen of the Bristol Bay Packing Co. and converted to a sail rig. From 1918 to 1924 she was used in the Alaska salmon trade and then broken up for scrap in California.

When the tugboat got close enough to observe the ship, she was not an impressive sight. Apparently, she hadn't been painted in years. The deck was covered with barrels of gasoline and diesel oil, and the rigging was full of sailors, tying on sails preparatory to an early morning departure the next day.

Upon boarding, I immediately searched out the wireless room, which was located on the fo'c'sle. It was about 10 feet square, with dead flies and beer bottles on the floor and the equipment covered with spider webs. The spark transmitter was a ¼ kw Haller-Cunningham with a rotary spark gap. The frequencies were 300, 450 and 600 meters. The first two were no longer legal to use, which left me with 600 meters. The receiver was a DeForest three-circuit honeycomb coil affair. It had a DeForest figer tube mounted on the front on binding tubes and springs, with a wad of cotton between the tube and the front of the receiver to keep the tube from breaking when the ship rolled. The tube had a double filament and a toggle switch so that if one fila-



GERALD A. WHITTAKER

Picture in Service Record Book, RCA when assigned Tanker A.F. Lucas (WTV) by "Dick" (RJ) Johnstone back in 1924.

ment burned out, you could switch over to the other. Incidentally, after 6 or 8 days at sea, one filament burned out, so I made the rest of the trip with one filament and no spares. Power for the receiver was provided by an exide lead battery.

Knowing I was on a windjammer with no electrical power, I went down on the main deck and located a small room about 10 by 15 feet containing an Atlas-Imperial semi-diesel engine, which started on gasoline and when warmed up, switched to diesel oil. The engine had enormous flywheels about 6 feet high. To start it you inserted a marlin spike into several holes in one of the flywheels, thereby enabling you to quarter-turn the flywheel through compression. Being 6 feet 1 inch tall and weighing 145 pounds, I later found that about a half-dozen quarter-turns usually tuckered me out. Fortunately, a number of the Italian sailors were always willing to help. With a lot of sweating and Italian profanity, we usually got it started. If all else failed, I would fire up the blow torch and warm up the manifold. This I was very reluctant to do because the shack was saturated with spilled diesel oil, and I had visions of a fire at sea with no means of sending an SOS.

The ship's captain was B. F. Larsen, an old-time windjammer sailor in his early 70's, who had been going to sea for over 50 years. In addition to the first and second mates, there was a member of the crew who was called "Sails". His job was to mend and make sails. Since it was an old ship, after every big blow Sails was the busiest man on the ship. All the sail-making was done by hand. He was considered an officer and took his meals in the Ward Room, which was a room about 10 by 16 feet with a long table in the middle. One of the ship's masts went through the middle of the table, and during meals, if there was any wind and the ship was working, the creaking of the mast made conversation extremely difficult.

After several hours the captain came aboard. I had no trouble recognizing him, since he oozed authority. He was very much concerned about the loading of his several trunks, which I later found out were loaded with moonshine to enable him to survive the cold, damp voyage to Alaska and insulate him against the mosquitoes when he got there. Since the captain and two mates were the only licensed personnel aboard, the captain was expected to take the day watch, but I can recall many a day when we didn't see anything of the captain and the mates stood 12 hour watches. Even with all his imbibing, I felt very safe having the old man aboard. Even as a novice, I could see that he knew his business.

As soon as he was settled in, I reported to the captain. After no more than three minutes' conversation, I learned what he thought of wireless operators, which wasn't much. Later we became good friends, and he would regale me with seagoing stories that would make your hair stand on end.

The captain proceeded to detail my duties over and above "whatever you do as a wireless operator". First of all, he said I would be the ship's doctor, and he showed me what was in the medical locker — epsom salts, baking soda, and a couple glass jugs marked Argyrol. When I asked about the latter, he grinned at my innocence and said they were for clapp (gonorrhoea), which was prevalent among the Mexican passengers. All the way to Alaska and back I had sick call every morning at 9 o'clock.

My next duty was to be in charge of the slop chest, which contained a surprisingly good supply of candy, gum, cigarettes, chewing and plug tobacco, canvas gloves, socks, etc. I later discovered that of the \$160 per trip paid the Mexican cannery workers, the company expected to get a large part back through slop chest sales.

Then the captain threw a real boomerang at me when he informed me I was to be the diesel engineer. When I told him I knew nothing whatsoever about diesel engines, he said no one else on board did either, I would just have to do some experimenting, and he understood you couldn't go wrong on one of them.

(Continued to Page 7)

1918



UNIVERSITY OF WASHINGTON LIBRARY

The world has only known two six-masted barkentines. One was the *City of Sydney*, built in 1875 as an iron-hulled steamer for the Pacific Mail Line. In 1916 her hull was purchased by L. A. Pedersen of the Bristol Bay Packing Company, who converted her to the sail rig shown above. From 1918 until 1924 she was used in the Alaska salmon trade and was finally broken up for scrap in California.

EDITOR'S NOTE:

Few individuals have seen and visited as much of Alaska over the years as "Jerry" Whittaker. After his rugged introduction in 1924 aboard the Barkentine, *City of Sydney* — heeding the words of Robert W. Service, he returned time and again. He spent the season of 1928 on the 4-Masted Bark *La Merced*. The following year found him at Station KOV — Port Herbert on Baranof Island. Following this assignment he sailed on Admiral Line Ships *Watson*, *Evans* and *Dorothy Alexander*. He spent time on SoCal. Tanker *Alaska Standard* and also took part in a salvage operation on the *W. R. Chamberlain* at Dutch Harbor.

Circa 1940 "Jerry" was called by the Civil Aeronautics Administration (CAA) to help establish and operate facilities in Alaska due to its very strategic and vital location in the war effort. During the following 20 years, Jerry has seen nearly every square mile of Alaska from the air (few bush pilots have ever seen more) and he also had the opportunity of covering many areas hunting moose, brown bear and other big game as well as fish many of its rivers.

Jerry held important key positions in the Alaska Region of the C.A.A. including that as Chief of Communications Branch (which installed and operated a vast communications network throughout the territory both by code and radioteletype). He was then made Chief of the Operations Division and finally retired as Chief of the Air Traffic Control Division which was charged with the operation and administration of one of the largest units of C.A.A. in the world. He retired in 1960. He is still active on the air with his amateur station — W6FC. - 30 -

LAST VOYAGE CITY OF SYDNEY

(Continued from Page 6)

The main reason for having this diesel engine aboard was to assist in hoisting sails and pulling up anchor. A ship the size of the *City of Sydney* with six masts of sails should have a crew of about 100 sailors, and we had only 40, who were really fishermen rather than sailors. When divided into two watches, this small number couldn't begin to hoist wet sails by hand, so any time, day or night, that any sails were to be hoisted or we had to tack the ship, Sparks would respond to a vigorous knock on his door to start the diesel.

Other than the ship's officers, the crew consisted of 40 Italian fishermen from San Francisco, who would be assigned to fishing boats when they got to Alaska. They received an extra wage to double as sailors to the from Alaska.

The ship's cargo consisted of many tons of sheet tin for making tin cans for canning salmon, a huge amount of box wood for making boxes to ship it, and many boxes of pre-printed labels. These individual company labels would be affixed to the canned salmon already ordered by San Francisco merchants.

The ship carried 160 passengers — Mexican nationals "under bond". This meant that the company had contracted with a Mexican labor boss to provide this number of cannery workers, who from the time they crossed the Mexican border until they returned to Mexico, would not be permitted to leave the bus, ship and cannery. For the season's work, which included the trip up and back to Mexico plus several months' work in the cannery, they were paid \$160.

These passengers were quartered in the ship's hold, where bunks were five high, and they had a Mexican cook. After a few days at sea, during which most of them were seasick and unwashed, the stench in the hold, compounded by cooking smells, was terrible, as I found out when on rare occasions I ventured down there to treat one of my patients.

When the weather was good and we weren't taking any seas on deck, the hatch covers would be removed to air out their quarters, and any who were able would come up on deck, where they would occupy themselves with what was known as "reading your shirt". This means turning it inside out to search the seams for body lice and nits (eggs). Everyone on the ship was afflicted with lice, and in addition to "reading your shirt", a lot of time would be spent in running a fine-toothed comb through your hair repeatedly, trying to comb out head lice.

Aboard a windjammer, when the wind is fair and the breeze brisk, all the sails are filled and billowing in the wind and everyone is happy. People are making jokes, telling stories and even looking forward to the miserable chow. But when you get a head wind and have to do a lot of tacking — or worse yet, there is no wind at all and the ship is wallowing in the swells — you never get so much as a "good morning" out of anyone. All you hear is the sails flapping, the tackle squeaking and the blocks banging against the spars. At these times I would usually get some bunk fatigue, knowing that as soon as a breeze sprang up and they had to tack ship, there would be that invariable knock on my door and the call, "Sparks, start the diesel."



USCG CUTTER NORTHLAND OFF THE KUSKOKWIM RIVER IN FLOW ICE, CIRCA 1934. PICTURE BY MAX H. KEARNS - 1468-SGP.



Home Grown in Alaska

As far as I was concerned, the meals were a disaster. The supply of fresh vegetables and perishables was soon exhausted. After that meals consisted of salt beef or pork, with dried peas and beans, sea biscuits and marmalade. The barrels of salt meat were lashed together on the fantail, and a look into one of them at the slimy hunks of meat floating around, would kill your appetite in a hurry.

The fantail also doubled as the officers' latrine. There was a contraption built out slightly over the side, with a railing around it and holes cut in it. To relieve yourself, you either grabbed a stanchion with one arm or else you lowered yourself over one of those holes and grabbed a stanchion in each arm. Some inefficient character had failed to order a supply of toilet paper, so newspapers were at a premium before we arrived in Alaska.

When we had been at sea about 3 weeks, one of my patients who was in the advanced stages of tuberculosis, died. The sail maker sewed up the body in a canvas sack, weighted it with lumps of coal, the whole ship's crew assembled on deck, and we awaited the arrival of the captain with his bible to say a few departing words. When he failed to appear after a period of waiting, the mate ordered a couple of sailors to throw the body overboard. Not being sufficiently weighted with coal, it did not sink immediately. Just at that moment the cook and his helper appeared with a tub of gargabe and dishwater, and not knowing what was going on, heaved it over the side, where it hit the water over the partially sunken corpse. About that time the captain arrived with his bible. Finding his services no longer needed, he returned to his cabin, not being unduly upset. So ended my first burial at sea!

The DeForest radio receiver turned out to be a real fine broadcast band receiver. At night I would tune in on the West Coast, Japan and Australian stations. I would take notes on the news broadcasts and pass the information on to the crew next day.

When we got close to the Aleutian Islands, a fair wind picked up, and one morning we could see Unimak Pass in the distance. The Pass is about 25 or 30 miles long and 10 to 15 miles wide. This being the first land we had seen since leaving San Francisco 35 days before, all hands were on deck for their first look at Alaska. Three or four miles from the entrance, a head wind started to blow through the Pass. It was fortunate that I had the diesel going because we had to do a lot of tacking to get out of there away from the rocks that were looming up ahead. For six days we tacked back and forth a few miles from the entrance before we got an opportunity to try it again. This time the winds were with us and very soon we were in the Bering Sea.

During the time we were tacking before entering the Pass, we observed another windjammer on the rocks a few miles to port, her tattered sails still aloft. Seeing the wrecked ship certainly didn't add to our peace of mind.

Almost immediately into the Bering Sea we started to see drift ice, which became heavier as we got closer to Bristol Bay. When we arrived at the cannery, we had to anchor out about 7 miles offshore due to high tides. We couldn't go ashore because the company steamer *SS Costa Rica*, WQI, hadn't yet arrived with the ground crew to commission the cannery for the season. The anchorage was well-protected, so other than being confined to the ship, it wasn't too bad. Everyone started to fish for flounder, which, believe me, was a welcome addition to our diet of salt meat and hardtack.

(Continued to Page 8)



1924 - CANNERY FLEET ANCHORED IN BRISTOL BAY ALASKA. PICTURE TAKEN BY MAX H. KEARNS -(1468-SGP) FROM THE DECK OF USCG CUTTER 'NORTHLAND' ANNUAL VOYAGE TO THE ARTIC AND BERING SEA AREAS.

I SAILED A "WINDJAMMER" TO ALASKA

(Continued from Page 7)

A couple of Mexican passengers caught a flounder and began arguing about how they were going to cook it, whereupon one of them pulled a knife and stabbed his friend in the stomach. This injury being beyond my capabilities, I managed to make contact with a steamer anchored off a Libby, McNeil & Libby cannery with a doctor aboard. Our ship lowered a lifeboat and rowed the injured man about 10 miles to the steamer. I never heard whether he lived or died, but we kept the stabber locked up until the *Costa Rica*'s arrival when he was turned over to the nearest U. S. Marshall.

About this time the *Costa Rica* arrived and we all went ashore except the captain, who elected to remain on ship as watchman.

I immediately started to look for the wireless station, but was soon informed that there was none. In former years they had kept a couple of wireless operators on the *Costa Rica* at anchor to handle all company wireless business, but the Radio Section of the Dept. of Commerce had put a stop to that illegal operation this year.

Our free time ended abruptly when the fish started to arrive. The three wireless operators, decked out in boots, raincoats and sou'westers, were supplied with fish counters. The boats could only get to the dock during high tide, so during periods of no fish we were assigned to the storeroom to issue supplies to the fishing boats. This was pretty good duty since we were able to tap certain supplies, such as dried figs and raisins. With them we commissioned an 8 gallon keg for wine-making in our quarters. It helped us to partially forget the ferocious mosquitoes, poor food and isolation.

The 40 Italian fishermen, who sailed the *City of Sydney* to Alaska and back, were assigned to two-man fishing boats and spent the entire summer living on the boat. After accumulating about 1200 to 1500 fish, they would come in on a high tide to the dock, where the wireless operators would tally their fish. That summer of 1924 canneries in Bristol Bay paid their fishermen 3¢ apiece for dog salmon, 8¢ for red salmon, and 30¢ for kings. Many arguments ensued over the tally. The fishermen counted in Italian, and when they got to 85 or 90, would yell out 100 in an attempt to confuse our more accurate, official tally.

The owner of the cannery was named Pedersen. Well-known in Alaska and the Pacific Coast for running a hungry ship, he was called by all and sundry by the name "Hungry" Pedersen. During the summer we ate salmon day after day — boiled, fried, and even in soup — until we were so sick of it we even began to think favorably about salt beef served on the ship. One day two Eskimos came down the river with two caribou they had shot and wanted to sell to the cannery for \$30. Hungry Pedersen said that was too much and didn't buy them. As soon as the word got around, a delegation descended on him with threats of strikes, slowdowns, etc., so he changed his mind and bought the caribou.

Libby, McNeil & Libby cannery was 4 miles across the tundra, which is what grows over permanent frost that only thaws about a foot or so during the summer. Tundra is the best breeding ground in the world for mosquitoes. We wireless operators would don all the protective clothing we could, cover our faces with mosquito nets and head for Libbyville, KMT. Along the way we would puff on cigars to ward off mosquitoes, but we had to be careful not to burn holes in our face nets. George Spare was the only operator at Libbyville, and not only would he let us admire his half a kilowatt spark set and 2 kw Federal ARC, but since we always managed to be there at mealtime, he would ask us to stay for eats. What Food! And no fish!

George collected message traffic from a number of canneries and relayed traffic stateside over his ARC transmitter on long wave. There was little or no communication discipline, and before handling any company business, the operator would usually open up with something like this — "Boys, have you heard the one about the farmer's daughter, etc.", which would prompt someone down the line to add his contribution.

After canning 110,000 cases of salmon (48 tall cans per case), the salmon was barged out to the waiting ships and loaded, and we were on our way back to San Francisco. It was customary for the steamer, *Costa Rica*, to tow the *City of Sydney* through Unimak Pass to save time and also for safety's sake. On the south side of the Pass the *Costa Rica* dropped the tow line, we hoisted our sails and were off with a fair wind most of the way to San Francisco. We beat the *Costa Rica* into San Francisco by 2 days. It took the *City of Sydney* 45 days from San Francisco to Bristol Bay and only 17 days on the return trip.

With high voltage out of my generator, the old spark set performed very well, and I made many contacts. Two days before we made San Francisco Lightship we were sailing through light fog, which gradually got thicker. Not being able to shoot the sun, the skipper was quite concerned about making our landfall. I explained to him the procedure whereby I could get radio bearings. He had never heard of such an outlandish thing, but gave me permission to try.



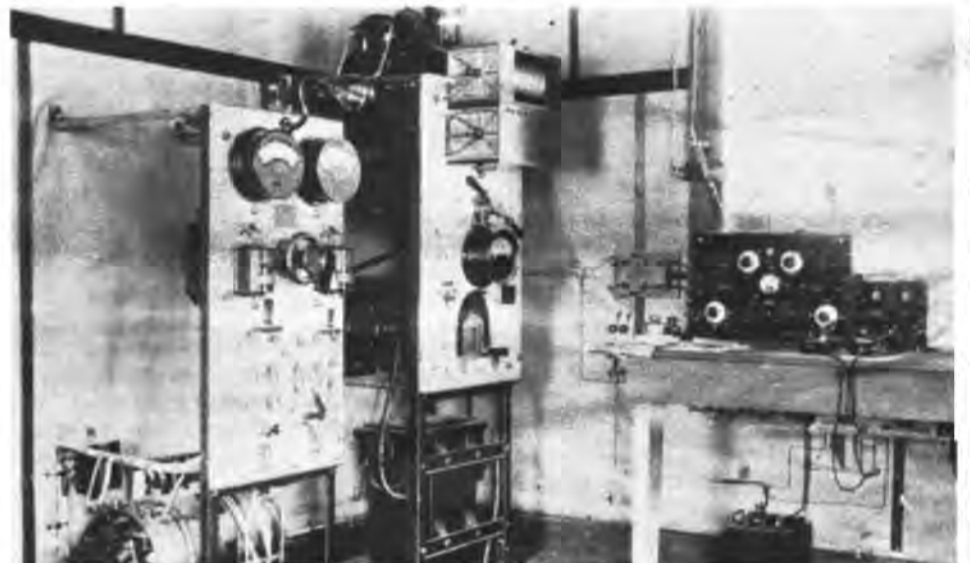
MUKLUK TELEGRAPH

"Reach out and Touch Someone"

Since I only had 300, 450 and 600 meters and the direction finding stations only operated on 800 meters, I was in a slight quandary. I called KPH in San Francisco and explained our predicament to the operator on watch. He offered to line up Point Montara, Point Reyes and Farallon Island to listen for me on 600 meters. After testing and getting the three bearings, I gave them to the captain, who plotted them on his chart. After doing this every hour or so for the next 12 hours, he figured he was as close to shore as he could get under sail, so he dropped all sails and I sent a message in for a tugboat, telling them we thought we were close to the Lightship. I felt mighty good next morning when the fog cleared and we found we were three miles inshore of the Lightship. Shortly thereafter the tugboat arrived, put a line on us and we headed for the city by the Golden Gate.

As a result of my doctoring, storekeeping and diesel engineering, not to mention his amazement over the radio bearings, the skipper's opinion of me and wireless operators in general had improved a whole lot.

So ends the saga of my voyage on the six-masted barkentine, *City of Sydney*. All I had to do was go ashore, collect my summer's wages and decide how best to spend it.



NORTHWEST FISHERIES CANNERY - DUNDAS BAY - "KEY"
THIS PICTURE TAKEN BY MEMBER GEORGE P. BECKETT - SOWP 663 IN THE SUMMER OF 1925. GEORGE SAYS THE TRANSMITTER WAS AN OLD KILBORN CLARK, IMPACT EXCITATION TYPE WHICH WAS FURNISHED WITH A PHONY MERCURY VAPOR RECTIFIER TUBE SIMILAR TO THOSE USED IN BATTERY CHARGING EQUIPMENT.

IN UNPACKING THE SHIPPING CRATE HE FOUND INSTRUCTIONS TO REMOVE THIS TUBE BEFORE COMMISSIONING XMTR. SEEMS IT WAS INSTALLED TO ELIMINATE PATENT INFRINGEMENT ...? RECEIVER IS THE OLD STANDARD NAVY ALL WAVE REGENERATIVE TYPE WITH TWO STAGES OF AUDIO. GEORGE REPORTS HE FLEW OVER THE CANNERY IN 1927 WITH MEMBER "AL" HORNING (CAA PATROL PILOT) AND OBSERVED THAT THE SALMON CANNERY HAD CLOSED DOWN. NOTHING WAS LEFT BUT ROTTED PILING AND ONE OLD BUILDING.



TYPICAL SCENE OF ALASKA PACKER ASSOCIATION'S "SQUARE RIGGERS" TIED UP FOR THE WINTER AT THE A-P-A YARDS IN ALAMEDA CALIFORNIA. PICTURE WAS TAKEN BETWEEN 1910 AND 1920. NATIONAL MARITIME MUSEUM OF SAN FRANCISCO PHOTO.



Wireless Hall of Fame



Alessandro Volta

Como, Italy was the birthplace of Alessandro Volta on the 18th of February 1745. Little is known about his mother but his father was a Jesuit for eleven years before he married.

In 1774 Volta was appointed as a teacher of Physics and as Superintendent of the Royal School of Como. Following this he was appointed Professor of Natural Philosophy and to the Chair of Physics at the University of Pavia in 1779. Here he remained for the next 25 years.

During his researches at Pavia he made improvements on the electrophorus and to the electroscope. He published his paper on An Improved Electroscope in 1782. This created quite a bit of interest in his work. He was further interested in investigations and experiments concerned with the ignition of gaseous fuel in a closed container by an electric spark. (Shades of internal combustion!).

Volta entered into a controversy with Galvani in 1786 over Galvani's 'animal electricity' which Galvani claimed was responsible for the convulsive movement of the frog's leg under certain conditions. After years of discussion, Galvani's theory of "animal electricity" was superseded by the "contact theory" of Volta.

It was while engaged in further research to find evidence in favor of his "contact theory" that Volta's greatest invention came into fruition. This was his invention of the "voltaic pile" which was the first source of continuous unidirectional current (d-c electricity). He published his experiments in the Transactions of the Royal Society of London in 1800. This voltaic pile was the forerunner of our present day battery.

The voltaic pile was composed of alternate sheets of zinc and copper separated by paper which had been immersed in brine. Shortly after this Volta described the first voltaic cell which consisted of a strip of zinc and a strip of copper immersed in dilute sulphuric acid.

With his voltaic pile Volta was able to separate water into its components, hydrogen and oxygen, by electrolysis. He was also able to show how to electroplate precious metals. He built an electromagnet, and as a result of his researches and developments it may be said he opened the way to electrical power.

Napoleon invited Volta to Paris in 1801 where Volta demonstrated many experiments before the Institute de France. In honor of this occasion he was presented with a gold medal and awarded a sum of 6,000 francs, and was given the title of Count and made a Senator of the Kingdom of Lombardy. He was later awarded the Cross of the Legion of Honor. It has always been suspected that these honors were for the purpose, at least in part, to court favor with Italy at this particular time.

The Emperor of Austria made him a director of the Philosophical faculty at the University of Padua at about this same time.

By means of his studies Volta discovered the potential series of elements with respect to their activity in voltaic cells. This series became known as Volta's electromotive series.

His work was characterized by the most careful forethought and meticulous operation. Nowhere in his notes appeared anything of an empirical nature and nothing was ever left to mere chance.

The Royal Society elected him a fellow in 1791 and presented him with the Copely medal for his work in 1794.

He retired in 1819 and settled in his native village of Como and it was here that he died on the 5th of March 1827 at the age of 82.

Luigi Galvani

Luigi Galvani was born in Bologna, Italy on the 9th of September 1737. Originally he intended to study theology and then enter a monastic order. In this intent he became deterred and in the course of events his interests turned to the study of anatomy and physiology wherein he finally embraced the field of medicine.

In 1762 he was appointed a lecturer in anatomy at the University of Bologna. Here he was provided with a laboratory in which to carry out his researches in his field of interest. Soon he was working in his laboratory with frogs and investigating the effect of atmospheric electricity on the muscular response of the frogs. He noted that when sparks were being drawn from a recent acquisition, a nearby static machine, that the bared nerve of the frog's leg when touched by a steel scalpel resulted in a marked contraction of the leg. In the further course of these experiments he made a fortuitous observation which had vast and unforeseeable results. Galvani showed that the muscles of a freshly killed frog would contract if two different metals, e.g., a piece of zinc and a piece of copper, are connected together and used as probes in the muscle and nerve.

These observations led Galvani in 1791 to the belief that animal tissues in themselves generated electricity and that the metal probes only served to discharge this electricity. Thus Galvani reasoned that the actions he had observed must be due to what he called 'animal electricity' alone and accepted this his theory.

Alessandro Volta, however, disagreed with Galvani's theory. Volta considered that the action of the frog's leg served only as an instrument to indicate the flow of electrical current produced by the application to the frog's leg of two different metals considered to be the source of the electricity.

The controversy between Galvani's "animal electricity" theory and Volta's "contact electricity" theory lasted for several years. It was always carried out on a friendly and on a gentlemanly plane. Their speculations were finally dispelled through the work of H. Von Helmholtz and E. du Bois-Raymond. Galvani's "animal electricity" being shown to be non-existent.

In retrospect they were each found to be partly right and partly wrong. Galvani was correct in attributing muscular contraction to an electrical stimulus but was wrong in identifying it as "animal electricity". Volta was right in denying the existence of "animal electricity" but wrong in stating that the effect requires two different metals as the source of electrical current.

It was Volta who coined the word galvanism and who said of Galvani's work that it "contains one of the most beautiful and surprising discoveries."

Galvani is credited with providing the stimulus for Volta to discover a source of constant current electricity (d-c) - the voltaic pile with its principles of operation combined from the sciences of chemistry and physics. This discovery on Volta's part is considered to have led to the subsequent age of electric power.

Galvani died in his home town of Bologna on the 4th of December 1798 at the age of 61.

Today we have honored Galvani by naming a simple device for the detection of electric current the "Galvanometer".





My Experience as . . .

"Winterman & Operator" at an Alaska Cannery



By: Earl W. Korf-613-SGP

TWO YEARS AT NAKNEK WITH ALASKA PACKERS

When I sailed from San Francisco on May 1st, 1928, on the Alaska Packers 80-ft. Tugboat KANAK/KOT, for Kodiak Island and Bristol Bay, I expected to be back home in four months, but it would be two years and four months before I would see the States again. This was my third trip to Alaska: one in 1924 up to Naknek, Bristol Bay, for the summer on two sailing ships: the STAR OF ITALY and the STAR OF LAPLAND; the second in 1925 to southeast Alaska on the passenger-freighter Admiral Liner SS CURACAO/WGK. Herb Stevens (3053-SGP) was also bound for Bristol Bay a week before me on the Tug KODIAK. Later Herb and I were co-workers with TWA for many years. We both had a very rough crossing of the Gulf of Alaska with one gale after another.

I had a ½-kw submarine-type spark xmtr; the noise from the boat's generator blocked out my recvr on weak signals; many times the engineer would have to cut the generator so I could receive.

We touched at Karluk and Larsen's Bay, northern Kodiak Isl. A sad story greeted us at Larsen's Bay: a week before our arrival, a bear had killed one of our wintermen. He had stepped out of his cabin for wood or something, leaving the door ajar, and a hungry bear walked in. He didn't know he had a visitor until after entering and closing the door. The bear attacked. He was found in the cabin later, both bear and man dead. He had killed the bear with a knife but was so badly mangled that he died.

We continued on to Bristol Bay where we towed the lighters with supplies from the ships at anchor to the various canneries located on the rivers. During the fishing season we towed lighters loaded with salmon to the canneries. The radio ops also took relief shifts at the main Naknek station KHT.

During the previous winter of 27-28 KHT had remained open, operated by Bill Hardcastle, who left for the States after we arrived. This left an opening for chief opr for the rest of the season and for the coming winter. With a bit of trepidation, I took the job. The pay would be \$150/month. My only expense was for food; as the company had a store there, food would be reasonable.

The last ship had sailed south at the end of August, and here I was isolated for the next nine months, - well, not exactly: the last vessel to leave would be the small mail Str. STARR in mid-Sept. I was a little sad to see all the chaps leaving - and especially sad for me; I had just received word of my father's death.

My location at Diamond NN Cannery on the Naknek River with radio facilities, would be the central of communications between the seven Bristol Bay Apa cannery sites and the States.

Each cannery had at least one winterman, usually white; some married to native women. At our head station there were four of us: Him Harney, chief and keeper of the company store; McKay, the shipbuilder-carpenter, Gus Pederson and his native family, and me. After the cannery was shut down and ships gone for home, we all pitched in to get everything winterized, such as boarding up windows, overhauling machinery, pulling all floating equipment above high water, repairing of boats, etc. I learned a lot of boat carpentry by Helping Mac. All worked hard to get the work done before freeze-up in early October.

We had two or three weeks to rest up but kept busy silver-salmon fishing and drying the catch for winter dog food. We hunted for ducks, geese, ptarmigan and a few rabbits. Our store was stocked with canned and dried foods and we got fresh reindeer meat during the winter. We also had plenty of ducks

and geese in the fall, and ptarmigan during the cold weather. We single men did our own "batching" but we would get an occasional meal from some of the area families. I got tired of soda crackers and learned to bake my own bread.

Communication with the outside world was with my 2-kw spark xmtr, relaying through Kodiak/NPS or Cordova/NPA and sometimes through the Army station at Kanakanak or Dillingham. Radio BC receivers were rare; my shack was a favorite meeting place in the evenings, listening to WGN, KPO, KFI, and others.

After the rivers froze up and snow covered the ground we did a lot of visiting to other canneries and upriver to Naknek Lake where many trappers had winter shacks. They trapped in winter and fished for the canneries in summer. There was no shortage of liquor, although Alaska was officially dry like the States. Some made their own hard liquor, but many, like me, brewed beer with yeast and malt syrup. Dried figs made very fine wine too. We seemed to sense when the beer was ready for bottling and we would pay a visit to whoever had it ready.

My carpenter friend Mac who lived next door to me always invited me in twice a week for a little snifter. He would tell me each time that a friend of his had just brought him a small bottle and wanted to share with me. Actually he had a large supply but he kept it stashed; all I would see was a small bottle which he shared with me. I kept his secret.

When I wasn't hunting or visiting my beer-drinking friends, I was out patrolling my 8-mile trap line. I caught enough red fox to supply my family and sell a few.

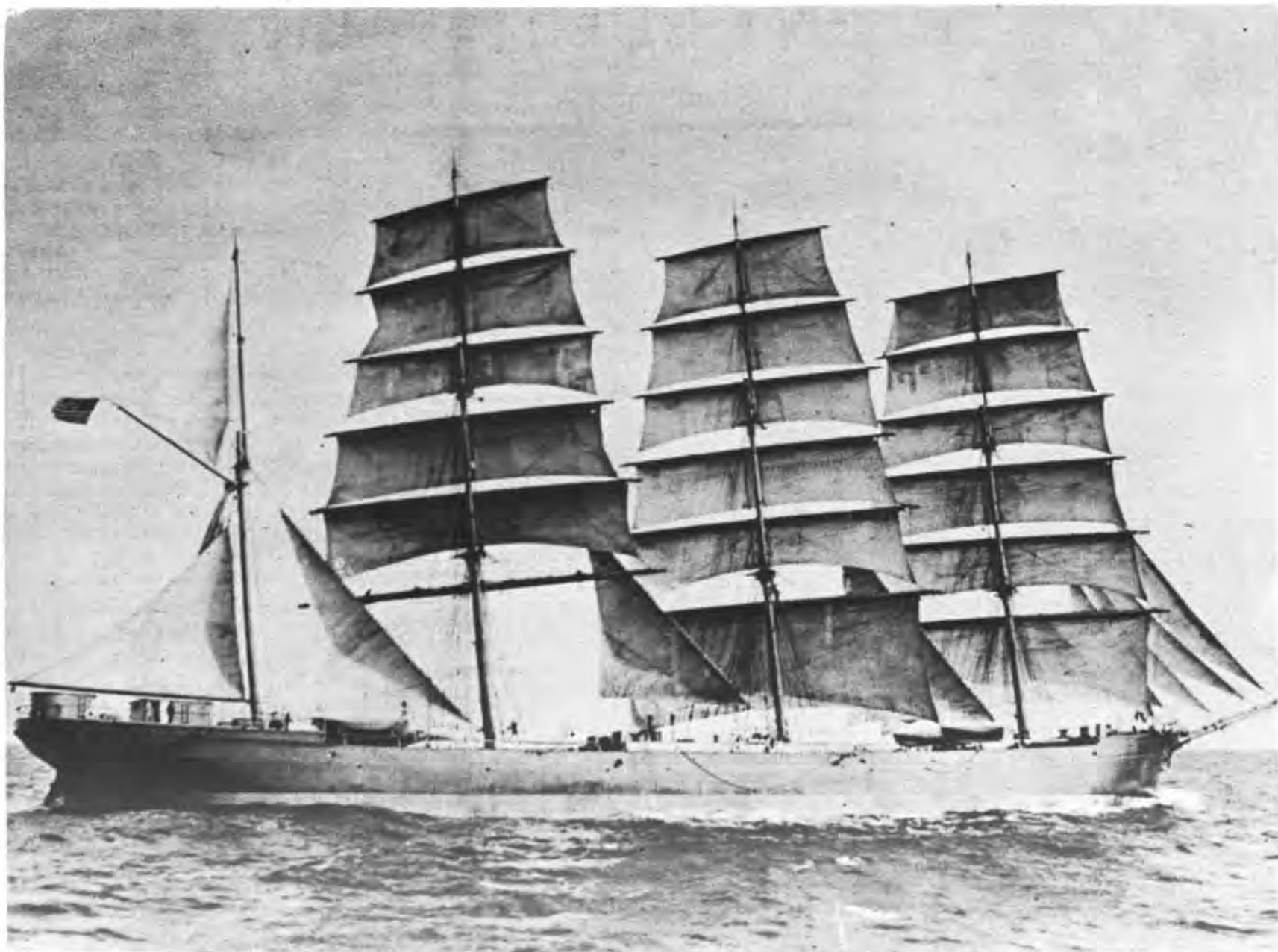
Across the river from KHT, Naknek village housed a school and a U.S. marshal's office. The marshal was married to a well-educated full-blooded Eskimo woman. Several times during the winter they would hold old-fashioned box supper dances. Yes, there were a few attractive (?) halfbreed girls in the area looking for husbands, especially a "rich" young American such as the radio operator - me. My \$150 a month was the highest salary in the area but I somehow managed to escape any entanglements during the 2½ years.

My friend and companion on many trips was Ed Jensen, a man near my age who was winterman at the Diamond-O Cannery, four miles upriver. Ed was one of many who were in Alaska to escape the law - on the "outside." For many minor law infractions they were safe here and wouldn't be bothered as long as they kept out of the States. Ed never told me why he was here and I never asked him. We hunted, fished, trapped and made many long hikes and dog-team trips together.



EARL KORF ... HOLDING TWO "KINGS" IN BUNK SCOW RUBY IN BRISTOL BAY NEAR NAKNEK ALASKA - 1924

Bark ... 'Star of Lapland'



STAR OF LAPLAND — KXOA

"PRIDE" OF THE ALASKA PACKERS "STAR" FLEET ... AND LARGEST -- A THING OF BEAUTY, WITH MASTS REACHING NEARLY 200 FEET TO THE SKY. BUILT BY SEWELL IN BATH, MAINE ABOUT 1900 AS THE 'ATLAS'. STANDARD OIL USED HER IN THE PACIFIC TRADE CARRYING CASE OIL TO CHINA AND FAR EAST UNTIL ABOUT 1910 WHEN ALASKA PACKERS BOUGHT HER AND RENAMED HER STAR OF LAPLAND. SHE WAS THE LARGEST SAILING SHIP UNDER THE AMERICAN FLAG IN 1924. EARL KORF WAS RADIO OPERATOR ON HER FROM NAKNEK TO ALAMEDA IN AUGUST 1924. PHOTO BY JOE WILLIAMSON.

Our biggest thrill was when Pete with his 13-dog mail sled pulled in from the other side of the Alaska Peninsula two or three times during the winter with mail from home. One winter he got through only once as there was no snow on the ground and sled travel therefore impossible.

I had a number of narrow escapes. When Ed and I broke through the river ice and almost drowned: that was one of them. When we got out we almost froze before we could reach shelter, three miles away, with frozen clothes at 20° below zero. And once, when Ed was unloading his rifle, it went off, the bullet grazing my ear; and another time when Tony, a halfbreed, fired a round of shots from his 30:30 rifle at me after I had chased him out of the shack when he had had too much to drink.

The winter passed pretty fast, and here it was the middle of May and the first ship was arriving with many of our last year's friends. Now we had company again; we didn't have to do our own cooking any more. Fresh meat and vegetables tasted good - from home.

The summer and winter of 29-30 was an exciting time in Alaska for me. The big bark STAR OF HOLLAND made the Bristol Bay trip, the last of the Star fleet to visit Alaska. The radio operator was Kairo Gawthorne. The vessel was towed down to Alameda in the fall by the steamer BERING with Tom Haygarth (1923-P) at the radio. After arriving at Bristol Bay in the Arctic, Tom came ashore and worked with me at KHT. During the 30-day fishing season Tom installed a Heintz & Kaufman Bumble xmtr (with UV-210s) in the tugboat CURLEW, and spent the 30 days counting fish and towing lighters of fish into the canneries. Tom went to Becharof/KUD for ten days before going back on the BERING. Maurice Blais (530-SGP, now SK) came up on the BERING with Tom and worked with me at KHT. He was on a bunk scow for awhile. The small tugboats and bunk scows had old spark-coil xmtrs which were removed this year and

replaced with the small 50-watt H & K tube sets. Kairo Gawthorne was the other operator with us at Naknek.

Our big pride and joy at KHT was the brand new H & K 500-watt tube xmtr and recvr. They had the same at the Company office in Alameda; we established direct communication with each other on our licensed 36-meter wavelength. Alameda was KFU. This was a big improvement in making contact with the home office. Every night we would supply KFU with the day's fish catches and cannery outputs for the whole Bristol Bay area. We still used the 2-kw spark for intercannery stations and public correspondence via navy and army radio stations.

I also applied for and received my ham license of K7ANS, and by using the big 500-watt on 40 meters I had it made. It was the big reason I decided to stay for another winter.

For the second year in a row, I watched the closing down of the cannery, loading of men on the ships and their departure south.

After we had all the floating gear high and dry for the winter, a great southwest storm blew in at the same time as the season's highest fall flood-tide occurred, and we had a tide ten feet higher than normal. As a result, many fishing boats, small launches and lighters were floated out to sea on the strong ebb-tides. Losses were high; Alameda wanted all the damage reports. We had no information on Egegik or Ugashik, 100 miles down the coast. We could not use dogs as there was no snow on the ground so I decided to hike down: one day's hike (I thought) - 40 miles to Egegik. Then, overnight, I got a fresh start in the morning for Ugashik, 60 miles further down. I planned on staying half way the first night in a cabin equipped with sleeping bag, food and a wood stove. I was traveling light: shoe packs, a

CONTINUED TO PAGE 12



SILENT QUEST—KORF



EARL W. KORF - 613-P

Soon it was May again and we were greeting our friends from the "outside" and eating fresh fruits, vegetables and meat. Our square riggers just about vanished from Bristol Bay by this time. I can't recall the names of the radiomen at KHT that summer but I believe Don Strong (2258-V) was in Karheen/KFC.

The summer went fast; I was a happy man when I sailed for home on the SS BERING in mid-August. One of my first thrills after 2½ years away was watching my first talking movie. After a short vacation I grabbed a job with Transworld Airlines - which led to a 40-year career in aviation.

In 1967, Dave Williams (722-P) reported sighting the little tugboat KANAK, which I had sailed on in 1928, steaming up the Saigon River still flying the Alaska Packers colors; probably under charter. How this little tub gets around!

KHT - Naknek, Alaska - 1924



KHT - DELCO ENGINE & BATTERY SHED IN FOREGROUND
Photo by Earl W. Korf

light windbreaker parka, a backpack and extra socks. The temperature was around zero with a strong north-east tail wind; I walked fast to stay warm. After seven hours I realized to my dismay that I had missed the cabin. Later, I found out that the cabin had been washed away in the recent storm... Now, I was worried; began running so as to reach some shelter before dark; but darkness caught up with me about six p.m. just at the mouth of the Ugashik River, and it was still five or six miles across the frozen river to the village; I didn't know its exact location. The river was frozen, but not solid enough to risk a crossing in the dark. I had no flashlight.

As there was no wood for a fire I spent all night continuously walking back and forth in a small area near the river bank. Come daylight, I could see the flagpole at the village school, and with caution I picked my way across the thinly frozen river and soon was safe in our winterman's comfortable house.

WHAT A NIGHT TO REMEMBER!* I was half frozen and completely exhausted. But after a two-day rest and a good snowfall, I was on the way home via dogteam and sled. (The thermometer stood at 30° below.)

Things were happening this winter of 29-30. October saw the stock-market crash; then our SOWP friend Bob Gleason on the schooner NANUK got stuck in the ice in the Siberian Arctic and spent the winter there. They were 1000 miles from Naknek. There was a great international air search for the Alaskan pilot Ben Eilson, who was killed on one of the NANUK rescue missions. His wrecked plane and body were found only 90 miles from the NANUK. Bob's radio operator friend Charlie Huntley also had spent the previous winter frozen in near North Cape on the ELISIF for eleven months. Then she was freed but was wrecked by floating ice. Bob received the SOS from his friend; there were no casualties. (See Bob's story in SPARKS JOURNAL Vol.1 #4; also his fascinating book "Icebound in the Siberian Arctic.")

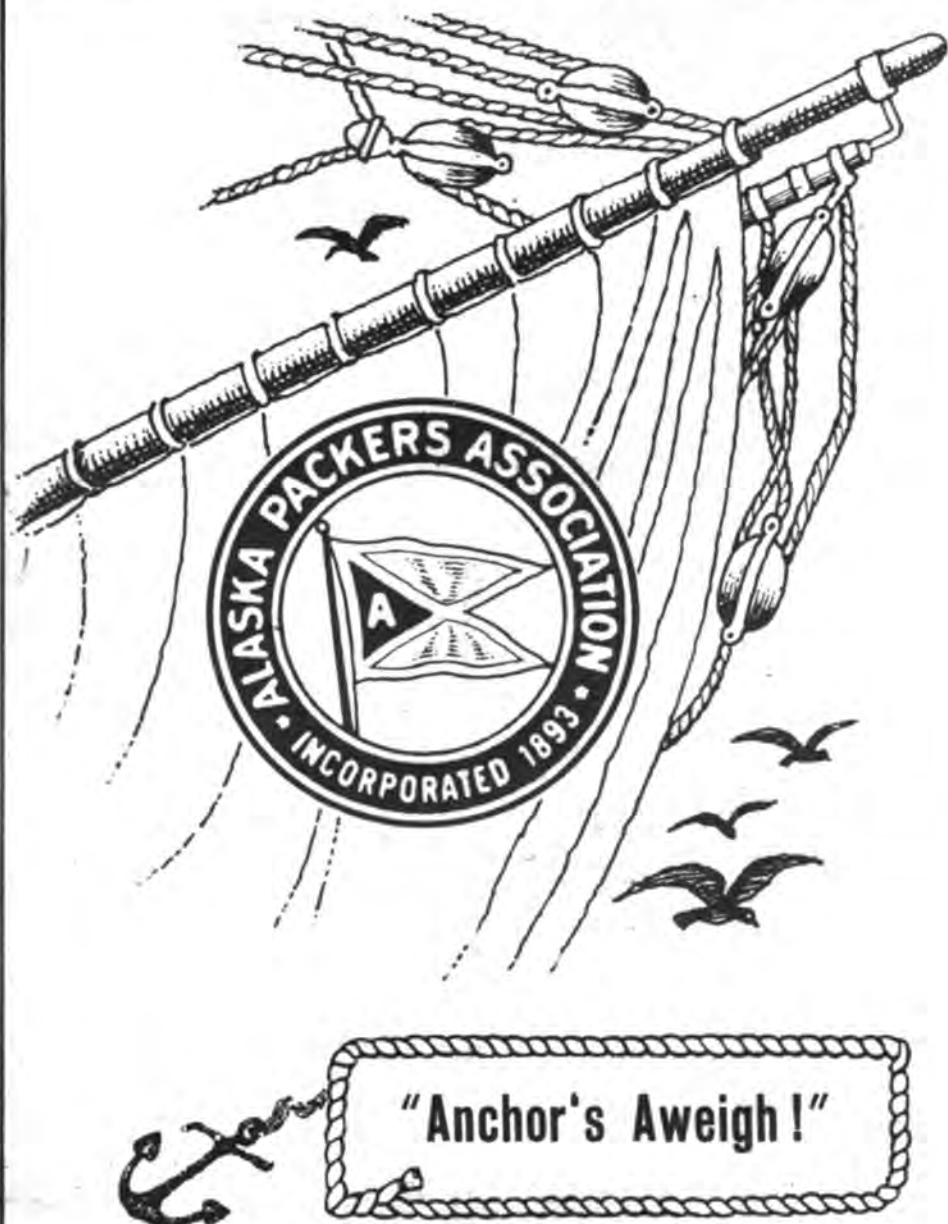
I was happy to be able to make regular ham radio contacts with my family in Napa through a local station.

In mid-January there was a 50° below cold wave in parts of the States but at the same time we had 40° above temperatures which melted the snow and ice, making travel difficult. Pete, the mailman, couldn't get through with the mail.

I lost all contact with my Naknek buddies after 1929. Forty years later, when we all joined SOWP, Maurice Blais, Tom Haygarth and the others all got together again via ham radio and letters. Each of us got to visit the others in 1977. We lost Maurice last December to cancer but Tom is now our Pickerill Chapter's most distant member (Portland, OR). He is retired from CAA/FAA. I finally got to meet Bob Gleason last year for the first time after 50 years when he gave a talk at a QCWA meeting, on his Siberian Epic.

*P.S. The reason I had to keep walking all night on that NIGHT TO REMEMBER was that my shoe-packs or rubber soles and leather tops were not designed for 30° below weather. I had to keep moving so my feet would not freeze. I had to fight a strong desire to sit or lie down for a rest; I was so tired and sleepy. If I had dozed off I would have frozen to death..... □





Off for Alaska on a tall Ship of "A.P.A."

The Alaska Packers Association (APA) of Alameda, California, owned and operated the largest fleet of square-rigged sailing ships in the world in the San Francisco-to-Alaska salmon fishing trade. At one time APA had 25 of these gallant windjammers, and as late as 1924, when all were equipped with wireless, fifteen sailed to Alaska fishing grounds; ten to Bristol Bay, with four remaining in the Alameda yards in the San Francisco Bay area as spares.

Many of our SOWP members sailed on these ships, all of them three- or four-masted ships or barks. A few, such as the STAR OF ITALY, STAR OF INDIA, STAR OF FRANCE had wood hulls; the rest were of iron or steel. The only source of propulsion was the wind. Power for the radio came from a Delco gas-engine dynamo battery system.

These vessels set sail early in April each year, were towed through the Golden Gate, and when clear of the land, unfurled mainsails, topsails, topgallants, royals and skysails; they were on their way to Alaska.

Each ship had a crew of 130, composed of sailors, fishermen and cannery workers. The sailors and fishermen were mostly Italian with some Portuguese; the cannery workers were Chinese. There were also bookkeepers, cooks and others, sent up to operate the canneries. In the holds there was stowed tin plate, box shooks and miscellaneous supplies for the canneries.

The 2500-mile trip to Bristol Bay took approximately thirty days. On arrival the ships would anchor about ten miles off shore and all cargo and personnel would be offloaded and transported by lighters to the various cannery sites situated on the rivers. The captain or a mate, and a Chinese cook would remain on board as watchmen. The wireless operators would be assigned to the various cannery radio stations (six of them). The fishing season ended in the first part of August when the ships would begin loading the canned salmon. When they were fully loaded, the crews would go aboard; it was a happy day when the anchors were weighed and sail was set for home.

There were several tugboats available around Unimak Pass in the event of little or no wind in that area. The ships would be towed through the Pass to the Pacific only when the skipper reluctantly requested a tow; the distance was only eight miles at the closest points.

THE GREAT "STAR" FLEET

BY EARL KORF



WINTER 'HIBERNATION' OF THE "STAR FLEET" IN THE OAKLAND ESTUARY. PICTURE FROM COLLECTION OF MELVIN L. GRUMMET WHO SAILED TO ALASKA ON THE STAR OF ENGLAND AND RETURNED ON THE SS KVICHAK/WNS FOR APA IN 1924.

Because of prevailing winds, the homeward trip was shorter. Our fastest ship, the STAR OF FRANCE, made it to 'Frisco in 19 days. Tugs would be on hand to tow the vessels through the Gate and into their berths, but many ships did sail in without tug assistance.

The year 1924 was memorable in that it was the last big year for the dwindling fleet of sailing ships. That year, four of these ships had wireless operators aboard who later became SOWP members: Mel Grummet on the STAR OF ENGLAND; John Mohar on the STAR OF FALKLAND; Phil Leigh on the STAR OF HOLLAND and Earl Korf on the STAR OF ITALY. Mel returned on the steamer KVICHAK and Earl came home on the LAPLAND. This year there was a fisherman's strike which delayed the departures for three weeks and as a result, most of our ships were towed out 600 miles west of San Francisco until we picked up the prevailing westerlies. It took us 28 days to make Bristol Bay.

Phil Leigh writes about his 1924 trip to Bristol Bay on the STAR OF HOLLAND. He says Captain Weiderstrom was an old timer on the Bering Sea run for APA; he prided himself in never having accepted a tow on entering or leaving the Bering Sea and Bristol Bay areas. On August 24th we sailed from Bristol Bay (Naknek) with a full load of salmon and made good time to Unimak Pass, the straits separating Bering Sea from the Pacific Ocean. In three attempts to transit this narrow passage, we were stymied because of calms, adverse currents and dense fog. On the last day we drifted in dense fog and calm when all hell broke loose on deck: anchor dropping, yelling and confusion. The ship had drifted into a cove with rocky cliffs all round us. The captain kept his cool though, and when a little breeze came up we upped the hook, backed the yards and, believe it or not, sailed that ship backwards out of that cul-de-sac. As soon as we were safely clear, the skipper said: "Sparks, I tank ve send for tug." (Very reluctantly, I'm sure). I contacted Mel Grummet on the KVICHAK, and with the aid of radio bearings they located us in the fog, put a line aboard, and towed us safely through the Straits.

However, as a sequel, when we reached the Farallons, no tug was in sight, but with favorable winds, Captain Weiderstrom sailed the STAR OF HOLLAND through the one mile wide Golden Gate. When we came abeam the Ferry Building, the skipper had to tack the ship at the height of the five p.m. ferry traffic. Were things really screwed up? The Crowley tug finally caught up with us and towed us to Alameda. So the captain got his revenge that way for having to take the tow through the Pass.



(CONTINUED ON PAGE 14)

Alaska Packers

During that summer of 1924 the STAR OF LAPLAND'S skipper committed suicide in his quarters. He was replaced by Captain Weiderstrom who would be bringing the ship south, but after a week aboard the skipper said "No, no!" That week he would not go near the captain's quarters but slept in the chart room. Another master, Captain John Sparr, volunteered to bring the ship south. John had been mate on the KVICHAK, with years of sailing ship experience; he wasn't as superstitious as Weiderstrom. Also not superstitious, a new radio operator joined the ship: his name was Earl Korf. As there was not enough fish to fill the holds of the STAR OF LAPLAND, our largest ship, we left Naknek and diverted to Larsen's Bay on Kodiak Island where the vessel's holds were filled with their pink salmon. With the northwesterly gales we made a near record run to about 150 miles north of San Francisco when we got becalmed for two days. Only twelve days from Larsen's to Cape Mendocino! We had to have a tow the rest of the way in.

Chester Ferguson tells us that in 1925 he sailed up and back on the STAR OF ENGLAND. He was also back to KHT in 1927 on the Steamer BERING. Bud says the first night out of 'Frisco on the STAR OF ENGLAND, a grand-daddy of a nor'easter blew up which dismasted the STAR OF PERU just ahead. For five days there was nothing flying but the jib. We were 1000 miles off the coast of Mexico before we stopped running southerly. We were clear off our charts.

By the fall of 1930 all of the APA sailing ships had been removed from this run; they could not compete with the faster, more reliable steamers. The last of the Star sailing ships in Bristol Bay was the STAR OF ALASKA in 1930 when she was towed up by the Steamer ARCTIC and back by the KVICHAK.

This was the end of an era of the GREAT STAR FLEET. What follows is a history of each one of these ships.

(The STAR ships were equipped with submarine-type $\frac{1}{2}$ -kw transmitters; they had receivers with honeycomb coils. The first radio equipment was installed in 1923 and by 1924 all of them had radio gear.)

THE FLEET OF "STAR"SHIPS

BY EARL KORF - 613-SGP

With thanks to Melvin L. Grummet (Early "APA" Hand for his valuable assistance; also to Fred Rosebury for editorial assistance

STAR OF ALASKA

Built in Glasgow in 1886 as the BALCUTHA and then the PACIFIC QUEEN, she was bought by APA in 1908 and renamed STAR OF ALASKA. She was the last of the windjammers in the APA fishing trade when she made her last trip north in 1930 under tow and back. She was bought in 1930 by Captain Kissinger and her name changed to PACIFIC QUEEN. She was used off Los Angeles as a floating and private ship museum. She was involved in forty movies including "Mutiny on the Bounty."

STAR OF BENGAL; STAR OF CHILE

No information available.

STAR OF ENGLAND

Built in Scotland in 1898 as the BLAIRMORE, then ABBIE PALMER. She was sold in 1932 for a pay-as-you-go world cruise but the plans fell through. She was then sold to Canada for use as a barge and may still be afloat; she sailed to Alaska in 1924 with Mel Grummet as radio operator; and also in 1925 with Bud Ferguson.

STAR OF FALKLAND

Built in Scotland in 1892 as the DURBRIDGE, then to Germany where she was renamed STEINBEK. She was seized by the U.S. in 1917 in Eagle Harbor WA and renamed the NORTHERN LIGHT. Another name change to ARAPAHOE when she was bought by APA in 1920 with a second name change to STAR OF FALKLAND. She was wrecked in Unimak Pass in 1928. Still another

STAR OF FINLAND



name change is recorded previous to her wreck: STAR OF POLAND, after the first STAR OF POLAND was wrecked in 1918. In 1924 her radio operator was John Mohar, and in 1926 Dave Williams.

STAR OF FINLAND

Her previous name was KAUILANI. She was bought in 1909. Operated until 1927 when she was laid up.

STAR OF FRANCE

Built about 1870, this fast three-masted full-rigged ship held many speed records across the Pacific and to and from Alaska. She was sold in 1932 and used as a gambling barge off Los Angeles. After that she became a fishing barge, followed by seven years of neglect, and in 1940 she was rammed and sunk by a Japanese ship in a dense fog of the breakwater of San Pedro. In 1923 and 1925 her radio operator was Ed Waterman.

STAR OF GREENLAND

She was sold to Sweden in 1929 and renamed the ABRAHAM FRYDBERG, sailing around the world with grain shipments. Also used as a training ship for seamen at the same time. She was then sold to Portugal and converted into a motorship under the new name of FOZ DEL DUORO. During WWII she escaped the U-boats when sailing the Atlantic. She was scrapped in 1950. SOWP member Cliff Nichols was bookkeeper on her in 1922 and 1923.

STAR OF HOLLAND

Built in Belfast in 1895 as the ZEMINLAR; name then changed to GILDENIDER. APA bought her in 1909 when her name was the HOMEWARD BOUND. She was the last APA ship to make the Alaska run under sail in 1929. She was later used as a barge and scrapped in 1950. Her radio operator in 1924 was Phil Leigh and in 1929 her operator was Gawthorne.

STAR OF ICELAND

Previous name WILLSCOTT, she was bought in 1908 and sailed for APA until 1925. She went to Japan as scrap in 1929.

STAR OF INDIA

Built in Belfast in 1863 as the EUTERPE, she and the STAR OF PERU were the fleet's oldest. She was bought by APA in 1906. She had sailed around the world 21 times. Her last trip north to Bristol Bay was in 1923; she was never equipped with radio. She was sold to the San Diego Marine Museum and is still afloat at a dock. She is the oldest merchant vessel



- CONTINUED ON PAGE 15 -

Star Fleet - Korf

still afloat. In July, 1976 she made short trips to sea with "Operation Sail."

STAR OF ITALY

Built about 1870, she was a sister ship to the STAR OF FRANCE and one of the last survivors of the fleet. She had a beautiful rake to her masts and sat gracefully in the water. Her masts were cut off in 1927 and she was towed to Colombia for use as a barge, a sad ending for this handsome ship: to end up as a hulk in an obscure foreign country. Ed Waterman was bookkeeper in 1922, and Earl Korf was radio operator on a San Francisco to Naknek run in 1924.

STAR OF LAPLAND

Built by Sewell in Bath, Maine about 1900 as the ATLAS. This beauty was the pride of the fleet and the largest (3500 tons). Standard Oil used her in the Pacific trade, carrying case oil to China and the far east. In 1920 she collided with a French ship off Cape Horn. The French vessel was sunk with a great loss of life. APA bought her in 1910; in 1924 she was the largest sailing ship under the American flag. That year Earl Korf was her radio operator sailing from Naknek to San Francisco.

STAR OF PERU

Built in 1863. She was sold to France in 1926 and was converted to a hulk in the South Pacific. She was dismantled sailing out of San Francisco in 1925.

STAR OF POLAND

Formerly the ACME of the Standard Oil Company. She was lost in 1918 off the Japanese coast; at the time she was chartered out by APA.

STAR OF RUSSIA

Sold to France, she went to Samoa and then was hulked in New Guinea; her name was changed to LA PEROUISE. She was laid up with her sister ship the STAR OF PERU near TAHITI for 30 years.

STAR OF SCOTLAND

Formerly the KENILWORTH, she was bought in 1909 by APA. This ship was built in Bath, Maine in 1900.

STAR OF SHETLAND

Built in Bath, Maine in 1899 as the EDWARD SEWELL. APA bought her in 1922 and renamed her the STAR OF SHETLAND. She was laid up in 1929 and sold to Japan in 1935, presumably for scrap. The SHETLAND and the FALKLAND were the last sailing ships bought by the Packers.

STAR OF ZEALAND

Formerly the ASTRAL, she sailed to Japan in 1935 for scrapping. This vessel was one of the fastest four-masters. In 1925 the radio operator was Ed Waterman.

NOTE 1: World War I found APA with 16 iron and steel ships and eight wooden vessels. Between 1909 and 1912 the Packers bought three large four-masted barks from Standard Oil; they were the ACME, the ATLAS and the ASTRAL. They were renamed STAR OF

POLAND, STAR OF LAPLAND and STAR OF ZEALAND.

NOTE 2: In all the years the Packers operated this fleet, I know of only two ships that were wrecked; one was wrecked in Japanese waters: the STAR OF POLAND. She was being operated under charter by another company. The STAR OF FALKLAND was wrecked in Unimak Pass. Out of a list of 320 aboard, seven Chinese were drowned when they took fright and leaped overboard. Lives saved: 313 - nice record!

FOOTNOTE BY ED WATERMAN (309-SGP -SK-):

"I was at Egegik in 1922 and 1923 - and thereby hangs a tale. I went up on the STAR OF ITALY which carried all the crew and supplies for the Diamond-O cannery on the Naknek River. None of the ships had radio on board in 1922. . . The third day out of San Francisco, smallpox broke out among the Chinese gang; they were dying at a rate of several each day. "Captain Daylight Jack" Sohlin, the storekeeper, and the mate and I decided we'd have a lot of trouble if the word smallpox got out among the Italian crew, so we cooked up the disease "Black Measles" to talk about instead. We kept the Chinese isolated forward of the deckhouse. Thirty days later we dropped the hook in Bristol Bay, minus many of the Chinese. The ship was quarantined; and Diamond-O failed to operate that year. That is the reason all the ships were equipped with radio the next year. I was lucky to escape the quarantine; I worked the radio station at Egegik. In 1923 I went up and back on the STAR OF FRANCE - with radio.

FOOTNOTE BY MEL GRUMMET (1740-SGP):

May 9th, 1924: Left San Francisco on the STAR OF ENGLAND in tow of SEA SCOUT.

May 12th: After three days tow (600 miles west of San Francisco), cut loose from tow and under full sail. Earl Korf aboard the STAR OF ITALY radioed to ask if we had a doctor aboard as they had a sick man. We said yes, and send MED message to the ITALY. Man was suffering from a case of hangover plus seasickness; he recovered. We really did not have a doctor aboard but told everyone - 250 cannery hands - we did to keep their morale up. Our so-called doctor was a man who had worked in a hospital for a year or so.

May 22nd: STAR OF SCOTLAND reports that a man is threatening to shoot the captain. We are drifting in calm for four days in and out of fog banks. We are catching much cod and halibut. The SCOTLAND called for assistance through the cutter UNALGA. Heard nothing further.

May 24th: Suddenly hit by gales and heavy rain. Captain Schultz ordered all hands aloft but one man refused. When the skipper swore at him he climbed into the rigging and froze, hanging on for dear life; couldn't move. After the emergency was over the captain regretted ordering the man aloft after the others had been told to help him come down.

June 1st: Arrived off Naknek anchorage and were towed to our mooring by the tug KANAK.

June 11th: I changed places with the radioman on the steamer KVICHAK. This vessel was employed in towing barges and lighters loaded with fish from the fishing grounds to the canneries in the rivers.

The radio operators and the tallymen counted the fish the fishermen dumped into the lighters. During the fishing season - 30 days - the fishing prams could hold 1000 fish. The following is what was paid for the fish in 1924: dog salmon (humps and pinks): 3½¢ each; red salmon: 8¢; silvers 8½¢; and kings: 35¢. During the height of the 30-day fishing season we were away from the main cannery stations most of the time; we did not get fresh meats and so we ate salmon three times a day, seven days a week. However, we enjoyed it because the cooks were very expert at preparing the salmon in various ways, especially king salmon steaks.

My hat was blown overboard on June 11th. A kind shipmate lent me an extra one he had. I got a terrible dose of crab lice from that borrowed hat. They got into all my clothes and my bunk. I had to boil my clothes and scrub everything I touched.

FOLLOWING IS A LIST OF THE SHIPS IN AND AROUND BRISTOL BAY IN 1924, AS REMEMBERED BY MEL GRIMMET AND EARL KORF.

ALASKA PACKERS SHIPS:

Sailing vessels:

STAR OF ALASKA	STAR OF ITALY
STAR OF ENGLAND	STAR OF LAPLAND
STAR OF FALKLAND	STAR OF PERU
STAR OF FINLAND	STAR OF SCOTLAND
STAR OF FRANCE	STAR OF ZEALAND
STAR OF HOLLAND	STAR OF GREENLAND to
STAR OF HOLLAND	LORING
STAR OF RUSSIA to ALITAK	STAR OF SHETLAND to
STAR OF ICELAND to WRANGELL	KARLUK

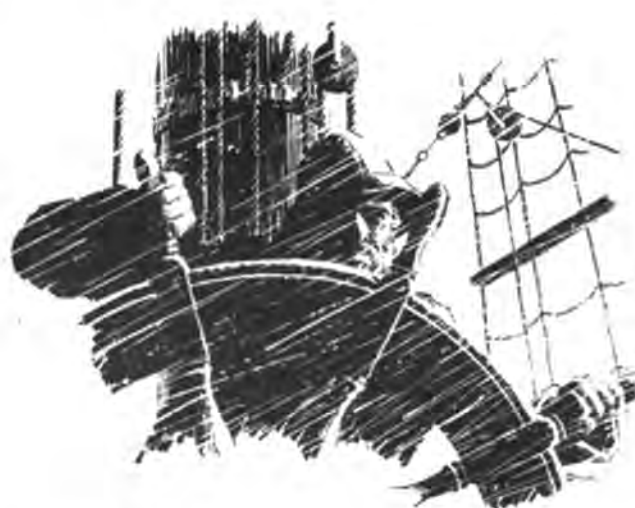
Steamers and Tugboats:

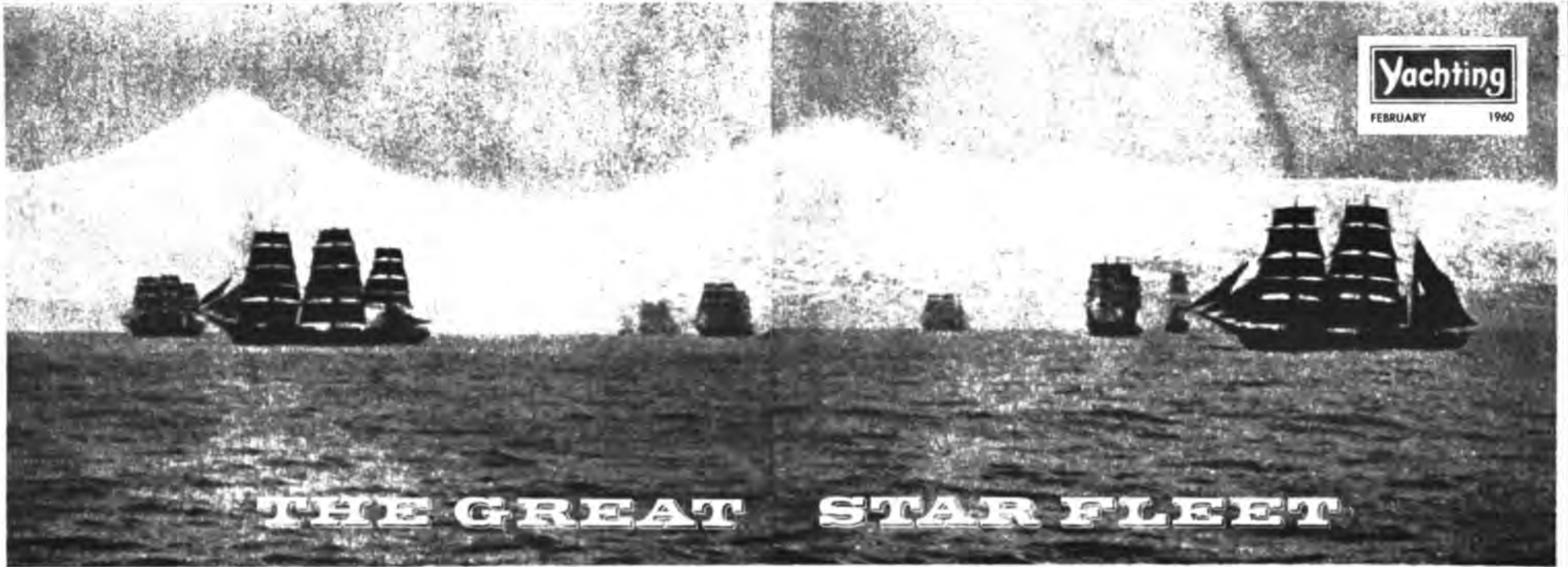
ARCTIC, KVICHAK, KADIAK, KANAK

Other Company ships: (Sailing ships)

C. A. THAYER	PACTOLUS
EMILY F. WHITNEY	ST. KATHERINE
HECLA	CITY OF SYDNEY

All of the above ships sailed from San Francisco; others came from Portland and Seattle.





Ships of the Alaska Packers fleet (above) beating up into Unimak Pass, through the Aleutian Islands

THE GREAT STAR FLEET

By HAROLD D. HUYCKE

(Continued from Page 1)

century, the Association bought only iron and steel ships, though there were a half-dozen wooden ships in the fleet for nearly a quarter of a century more. The Downeasters *Indiana*, *Bohemia*, *Santa Clara* and *L. J. Morse*, veterans of the Cape Horn trade, season after season sailed up to Kvichak, Nushagak, Naknek, Chignik and other canneries in Alaska.

The Association maintained its own dockyard in the Oakland Estuary and here, in winter, the whole fleet would be laid up and repairs and alterations effected. Men who later became masters of American ships, both sail and steam, found employment as riggers and sailors in maintenance crews in their youth in the yard at Paru Street in Alameda. If the jobs on offshore vessels were scarce, a sailor on the beach might be hired by the Alaska Packers to keep the fleet in condition. With the end of winter in sight, a couple of the ships would be sent to the Puget Sound area for cargoes of coal and box shooks, which would be brought to San Francisco and distributed throughout the fleet for transportation to the canneries in southern Alaska or Bristol Bay.

From San Francisco to Alaska was approximately 2,500 miles, not far as sea voyages go. Each ship was loaded with supplies, manned by fishermen who served as sailors, and crowded with cannery workers. The whole summer's operation was sustained by the supplies and manpower carried in the sailing fleet. At the end of the fishing season the salmon, canned and boxed, were loaded in the homeward-bound ships. The operation covered seven months at most. Since each ship carried upwards of 100 men and supplies for the season, alterations were necessary in the ship's living quarters and storage spaces.

On ships like the *Star of Alaska*, *Star of Holland*, *Star of France*, *Star of Iceland* and *Star of Russia*, poop decks were lengthened as much as 75 feet to provide additional living quarters for fishermen and cannery hands. Tween-decks spaces were given over to living quarters, large water tanks and several kitchens or galleys. The Chinese were well represented in the canneries, while Italian and Scandinavian fishermen from San Francisco Bay made up the fishing crews.

Fishing methods in Southern Alaska differed from those in Bristol Bay. The water in southern Alaska was too clear for gillnetting, so traps were used. Trap fishing required smaller crews for the ships that went to the Chignik, Karluk and Alitak. In the early days of the century, fishermen signed on the wind-jammers as sailors, being paid on a quarterly basis; one quarter for the run to Alaska, one quarter for unloading the cannery supplies; one quarter for loading the salmon pack and the last quarter for sailing the ship back to San Francisco. The Bristol Bay ships generally had larger crews than those going to southern canneries, but even so, good sailormen who knew square-riggers were often scarce.

far from any assistance that she had to be given up. Today's charts of those waters show "Sterling Shoals."

In 1900 the wooden ship *Merom* was wrecked on the beach at Karluk. The following year, the wooden full-rigger *Santa Clara* was wrecked at Trial Island near Puget Sound, while going after a cargo of coal, but survived to remain in service for 25 years more.

In addition to their own fleet, the Association chartered 57 ships over a period of 18 years, but by 1911 the need for chartering had diminished. At the turn of the century they owned 13 wooden ships. In 1901 the small iron bark *Enterpe* was purchased followed by the iron bark *Coalinga*, and in the following year by the iron bark *Himalaya*. All three, registering a little over 1,000 tons each, were British-built and had been in the emigrant and colonial trades for over 30 years. Had it not been for their sound construction and relatively heavy iron plates the ships would have been obsolete.

During the next four years the Association bought six more ships and barks from San Francisco owners, and by the end of 1906 had nine iron and steel ships.

Among this group was a quartet of iron Belfast-built ships, which had already acquired some fame as fast wind-jammers while under the Red Duster of England. A little of their former glory rubbed off on their less glamorous sisters when the names of the other five were changed to conform to the rakish four Irish ships. Thus the *Star of France*, *Star of Russia*, *Star of Bengal* and *Star of Italy* formed the nucleus of an American-flag "Star" fleet.

With 15 years of seafaring behind her under British ownership, the ship *Balclutha* became the *Star of Alaska*. *Enterpe*, beginning her 35th year at sea, became the *Star of India*; *Coalinga* with a colorful past as a competitor of the clipper ships became *Star of Chile*; *Abby Palmer*, originally the British bark *Blairmore*, became *Star of*

England; and the *Himalaya*, of the same vintage and history as *Enterpe*, became *Star of Peru*.

Old deepwater sailors will tell you today that they "lost track" of these ships once they went into the salmon fisheries. But the ships themselves continued to make their own histories. *Star of Bengal* served only two seasons in the Alaskan trade and came to an agonizing end Sept. 20, 1908, when she was being towed from her cannery station at Fort Wrangell in southeastern Alaska at the start of her voyage home. Heavy weather drove her ashore, despite the efforts of two tugs, and 110 people were lost, most of them Chinese. Those that survived did so under the most trying and tragic conditions. This was by far the worst disaster the Association suffered.

Even in this routine calling, where ships spent nearly nine months a year at anchor or in a berth, navigating skill and weather ken were vital. Ice was not unknown, and fog, unlit channels and strong currents taxed the masters and mates to a high degree.

Captain Nicholas Wagner, who was master of the *Balclutha* in 1906 and the *Star of Bengal* in 1907 and 1908, refused to substantiate the claims of Captain Bill Mortensen, who began his career with the Association before the turn of the century, that the *Star of Alaska* was the fastest ship in the fleet. Even when both men had retired to Sailors' Snug Harbor in their declining years, they most decidedly failed to agree on this point. Captain Wagner died in 1943 at a ripe old age, Captain Mortensen lived for another five years.

END OF AN ERA

In 1908 the bark *Willscott* was bought and renamed *Star of Iceland*. She remained in the company's service until 1925. She was another British-built bark, dating from 1896, a dead-weight carrier with no speed records.

When only a year old, she had been dismantled off the Japanese coast and sailed under jury rig 4,000 miles in 61 days. She was then sold to San Francisco owners and put in general cargo trades, mostly from Hawaii to the Atlantic Coast via Cape Horn with sugar and back with coal or other cargoes. In 1929 she put to sea for the last time, bound to Japanese scrappers.

In 1909 the bark *Homeward Bound* was bought and renamed *Star of Holland*. She had a few unique twists to her history, too. She had been built as the ship *Zemindar* in 1885 in Belfast, Ireland, by Harland and Wolff for the Indian trade, and had spent nearly 15 years in that service for the Brocklebanks of Liverpool. Then she spent a short time under the German flag as the *Otto Gildemeister* of Bremen, but was dismantled in 1901 on a voyage from Yokohama to Portland, Ore. She came under the American flag when enough money was spent on her refitting to qualify her for United States Registry, and for the next eight years sailed in the Cape Horn trade between California, Oregon, and Europe.

Captain Chadwick Thompson had some shares in her, and tried out his own rig on her, which proved pretty successful. Captain Thompson rigged her as a sort of bark, but kept a single squaresail on the mainmast, followed by an immense ringtail which was typically Pacific Coast stuff. Sold to the Alaska Packers in 1909, she was renamed *Star of Holland* and converted to a conventional bark. After being sold a couple of times as a barge, she was broken up for scrap in 1950.

From 1909 to 1912, the Alaska Packers bought the bark *Kailani*, which was renamed *Star of Finland*, and the big four-mast barks *Acme*, *Astral* and *Atlas*, renamed *Star of Poland*, *Star of Zealand* and *Star of Lapland*. The Standard Oil Co. of New York, owner of the last-named trio, had

(Continued on Page 17)



wintering in the Oakland dockyard. The bark being moved is the "Star of Finland"

(Continued from Page 16)

commissioned the famous shipbuilding family of Sewall of Bath, Maine, to build three 3,000-tonners for their case-oil trade to the Far East, with an eye to picking up cargoes homeward in the Hawaiian sugar trade, or general and lumber trades from the Pacific Northwest to the Atlantic. They were profitably employed for a little over ten years, but by 1910 the Standard Oil Co. found cargoes hard to obtain in the face of steamship competition. The Alaska Packers bought them as they came on the market, the last being the *Acme* after she completed a westbound passage to Puget Sound in 1913, one of the last such voyages of an American flag ship.

Even the Sewalls of Bath began to dispose of some of their ships. They had built ten steel-hulled sailing ships and for a number of years had operated the British-built four-mast bark *Kenilworth*. They let the latter go in 1908. She became the *Star of Scotland*, a name familiar for many years along the California Coast.

As the competitive deep-water trades in which sailing ships had once been profitably engaged were captured by steamers, the market for sailing vessels was poor. But for the salmon packers, these ships might never have survived the brief period of discard that preceded World War I.

That war found the Association with 16 iron and steel windjammers and about eight wooden vessels. With the shortage of shipping throughout the world, the Association was in a happy position. Shipping people of the Coast were anxious to charter sailing ships for general cargo voyages in the Pacific in the off-season when they would otherwise have been laid up in Alameda.

The *Star of Holland* made a couple of voyages with lumber to Australia and Manila, and later returned to Alaska. The *Star of Poland*, formerly *Acme*, was a better offer on charter than her smaller contemporaries, and was chartered in the fall of 1916 for Australia, Chile and Manila. Homeward bound from the Philippines in the fall of 1918, she was wrecked on the Japanese coast.

Star of Finland returned to old familiar routes when the APA chartered her for a round trip to Hawaii, returning with sugar in 1917. The voyage was not without bad weather and

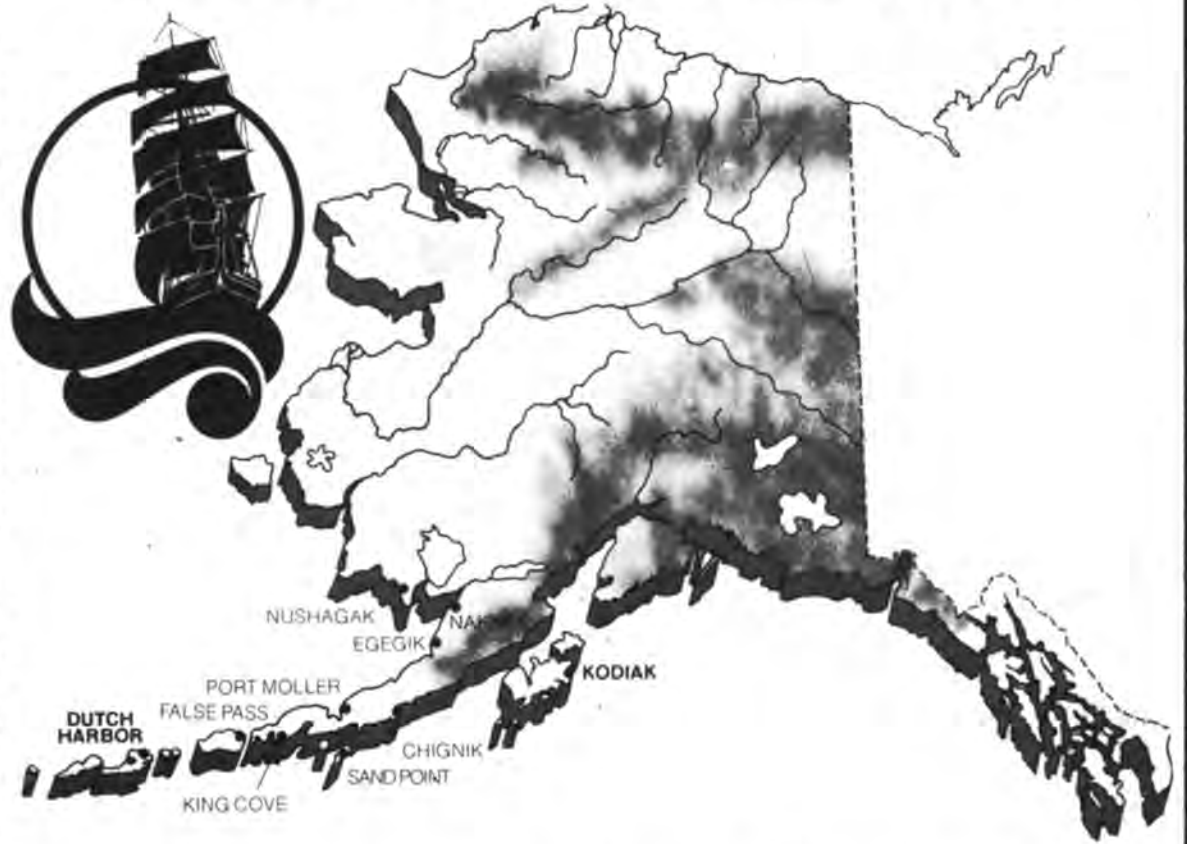
trouble, but she weathered the gales and returned to Alaska in the spring. She continued thus for another decade, being laid up in 1927.

With the entry of the United States into the War, the government seized a number of German ships in United States ports in 1914 and turned them over to the Shipping Board to operate. For three years after the war a boom in world-wide shipping continued, but in 1921 the bottom fell out of freight rates and laid up many sailing vessels and steamers. The former German ship *Steinbek*, which had been seized in 1917 in Eagle Harbor, Wash., and put into operation as *Northern Light*, came into New York in the spring of 1921. In the spring of 1922 the Packers bought her, with money they received from the Government over the loss of the *Star of Poland* in 1918, and brought her to San Francisco with a load of coal. She was renamed *Star of Falkland* and put into the Alaska business.

Down in New Orleans one of the most famous sailing ships ever to carry the flag to sea was laid up for lack of cargoes. The *Edward Sewall*, a product of the Sewall yard, now owned by the Texas Co., had lain for over a year in the Mississippi River. Captain Halvorson and a Mr. Iversen of the Alaska Packers looked her over and decided she was a good buy. In February, 1922, she left the Crescent City in tow in March, the tug *Barranca* taking her as far as Colon. She had a general cargo, likely the last one carried intercoastally by a sailing ship. Early in May she arrived in San Francisco. She was renamed *Star of Shetland*, and she and the *Star of Falkland*, were the last sailing vessels purchased by the APA.

Throughout the summer and fall of 1922 she lay in the Moore shipyard in Oakland being overhauled. Though the Association doubtless felt it could profitably operate sailing ships indefinitely, 1922 was not a year for brash and optimistic speculating. Shipowners in San Francisco were beginning to cast long looks at their inventories, consisting largely of wooden vessels. Robert Dollar had bought a fleet of large steel square-riggers which had lain idle for six years in Santa Rosalia, Mexico, a small mining port in the Gulf of California, and when they were towed to San Francisco they weren't the best looking of ships. Hind Rolph

THE ERA OF THE WINDJAMMER NEARS ITS END



and Co. owned a few square-riggers, but were bringing them home in 1921 for an indefinite lay-up. None of these ships went to sea again.

It seemed to be a poor time to plan continued operation of large sailing vessels, but the Alaska Packers were not primarily in the shipping business. In the early 1920s the Association began laying up the older wooden ships, followed by the smaller and older iron and steel ships. As buyers were found, most of them disappeared on one-way voyages to obscure corners of the Pacific Ocean, or were sold to the movie moguls of Hollywood who needed authentic-looking props which would burn, sink or explode on command. Steamers replaced the ships whose tall masts had towered above the sheds in Alameda, and 1930 a depression added to the pessimism of the shipping world.

We're back again to the *Star of Alaska*, as she leaves the slip in Alameda, the solitary ship chosen from a dwindling fleet of finely-kept but out-of-date vessels to go north for the annual salmon fishing. But she goes in tow of the company steamer *Arctic* and keeps her sails furled. On Sept. 16 she appeared off the Golden Gate, rolling in the swell, a long towline leading ahead to the steamer *Krichak*. She had not made her own way at all this year, and when her cargo was out she was tied up with her sisters and offered for sale.

That was nearly 30 years ago. Where did that great fleet of ships go?

Star of Alaska herself is still in the neighborhood, but she has had her appearance changed considerably. *Star of Chile* was sold in 1926 and became a barge named *Roche Harbor Line Transport*, making a couple of coast-wise voyages under tow, full of lime-rock, before being laid up in Puget Sound. During the Second World War she was rigged as a four-masted schooner, but she sat on a rock in British Columbia waters and returned to Lake Washington with a lump of cement in her bottom to keep the water out. After eleven years of idleness she was sold, repaired and used as a barge in Canadian waters.

Star of India, that solid old ship with her heavy Swedish iron plates, was sold in 1926 too, and went to San Diego to become a floating Maritime Museum. She is there today, tied up near downtown San Diego. Her rig has been severely cut down and she needs paint, but there's no mistaking this 95-year-old vessel.

Star of Peru hoisted the tricolor of France in 1926, took a cargo of lumber from Vancouver, B.C., to the South Pacific Islands and was converted to a hulk there.

Star of Italy was cut down in 1927 to be towed away to Buenaventura, Colombia, for use as a barge. This ship that had such a beautiful rake to her masts and sat so gracefully in the water, was one of the last survivors of the fleet, but she became a hulk in some obscure alien port.

Star of Russia was sold and took a load of lumber from Tacoma to Samoa before being hulked in New Caledonia. She was renamed *La Perouse* for that last voyage. For the next three decades she lay not far from her old sister of Alaska days, *Star of Peru*.

Star of France fell into the hands of some people from Southern California who saw in her only the potentialities of a fishing barge. She was sold in 1934, converted to a barge in Alameda, towed to Redondo Beach and anchored a mile or two off-shore. For the next seven years she suffered the torments of neglect, while rubber-legged landlubbers splattered mackerel slime, sodapop and candy wrappers over her decks. Here was a ship which had raced home from India in the 1870s with jute for the British Isles; a relic of the splendid Victorian era when all the grace of wooden clippers had gone into hulls of iron and lost little in the transition. In 1940 she was shifted to the more lucrative fishing grounds off the San Pedro Breakwater. Then one day

in September, 1940, a Jap steamer cut her down in a thick fog and sent her to the bottom.

Star of Greenland, which had showed her skysail yards to dockside watchers along the Melbourne front in her youth, was sold to Swedish owners in 1929. They renamed her *Abraham Rydberg* and kept her busy with cargoes of grain, sailing around the world, training boys for the sea. World War Two found her in the North Atlantic, near the Faeroes, and she was ordered to the United States. For a year or two she was a visitor to the Atlantic ports and somehow managed to escape the U-boats, but she was eventually sold to Portuguese buyers who converted her to a motorship. She struggled on as the *Foz Do Douro*, finally going the way of all outdated machinery, into a scrap pile, only a couple of years ago.

Star of England was sold in 1932. Her new owners dreamed up a pay-as-you-go, round-the-world cruise, but the money was short and the plans went up in smoke. *Star of England* was again sold, and went to Canada for use as a barge, in which capacity she is still afloat today.

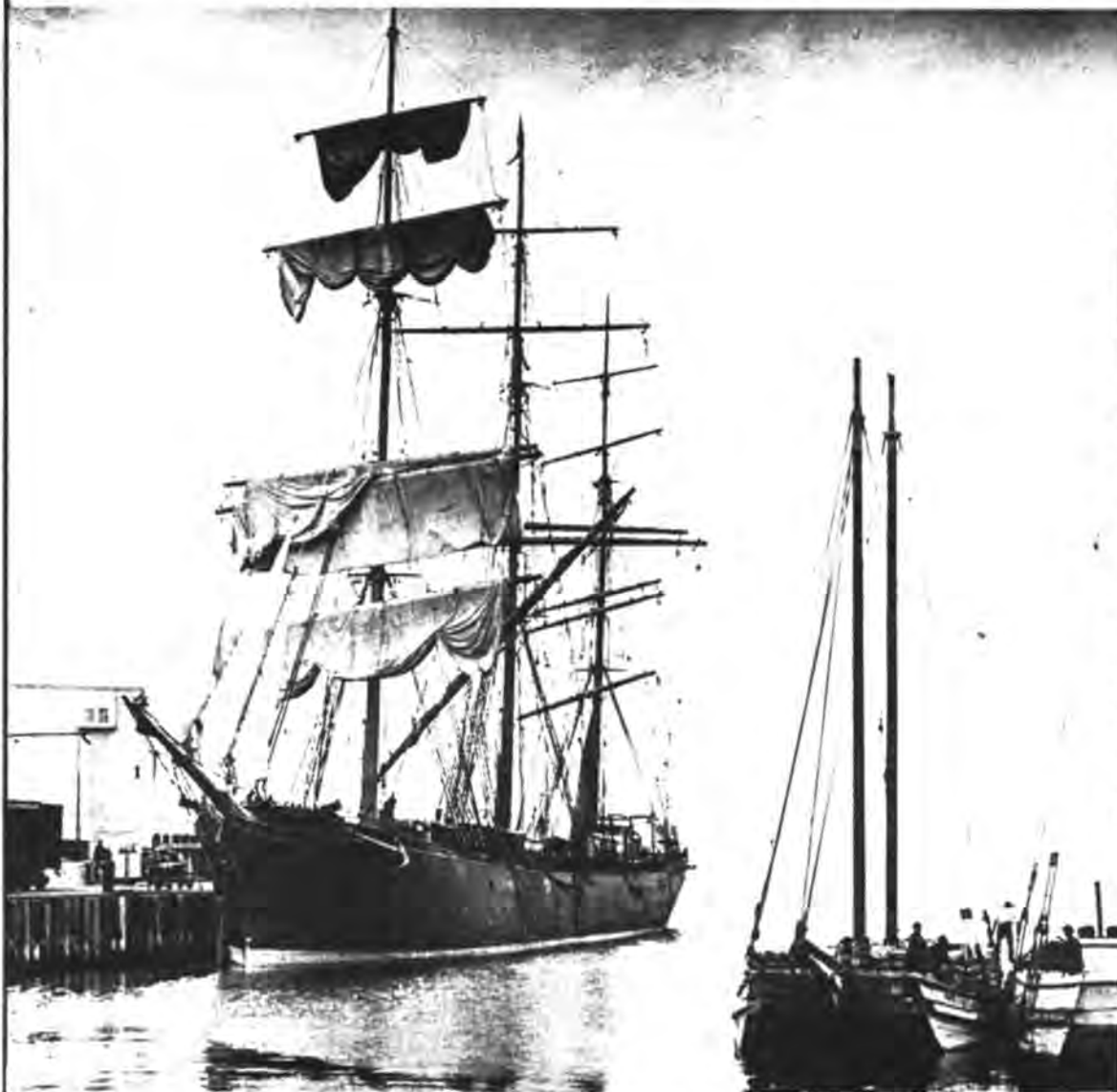
Star of Shetland, *Star of Lapland* and *Star of Zealand* were all laid up in the late 1920s, but weren't sold until 1934. These latter day big carriers were still good, and the Association put more good money into their upkeep even after the *Star of Alaska* came home for the last time in 1930. But it became hard to find men who would go out in the sailing ships.

One by one, the three big Sewall-built four-masted barks were towed away, loaded with salt and scrap steel cargoes, on one-way passages across the Pacific to Japan where they were scrapped. The *Star of Shetland*, hard old battler of the sea, was the last to go in September 1936.

Then only the *Star of Finland* remained. It was hoped that she would be kept as a relic of the days of sail. The Alaska Packers Association was proud of its past, and much attention and nostalgia were lavished on these ships, so it seemed altogether proper to try to keep the *Star of Finland*. But in 1939 she was sold for a good price and only the steamers were left in the Alameda yard.

The darkening horizon of World War II proved to be a form of salvation for this last survivor, and in 1941 she was chartered to load lumber for South Africa. She sailed in September from Grays Harbor, reaching Durban in 126 days, and thence plodded on down to Hobart, Tasmania. Troubles plagued the old bark and she was sold to the United States Army, towed to Sydney and slashed down to a hulk. She survived the war in the Southwest Pacific and was finally taken to the Philippine Islands and shoved upon a beach, where she remains.

Where once the port-painted hulls of Limejuicers could be seen in San Francisco Bay's anchorages, only one remains. The *Balclutha* has completed a cycle of history, in a sense, because



WHEN BALCLUTHA SAILED FOR ALASKA PACKERS . . .

Loaded with lumber and cannery supplies, the Alaska Packers' Ship *Star of Alaska* (*Balclutha*) lies at a San Francisco wharf preparing for her annual voyage to the north. The date is between 1906, when the Packers' first outfitted the vessel under her new name, and 1911, when they lengthened her poop to provide greater accommodations for the gang carried north each spring.

(Continued to Page 18)

she presently lies moored to a San Francisco waterfront wharf, not too far from the spot where she rode at anchor as a new ship back in 1887. She is port-painted today as she was then, but the men who built her, and her old owners, are history. Those who sailed her in her British days can hardly be found in the British Isles, and even around San Francisco one has to look a little harder for the generation of seamen who remember her as the *Star of Alaska*. It is fitting that the *Balclutha* has found her last mooring in San Francisco, which has been her home for more than half a century.

... ABOUT THE AUTHOR



CAPT. A. F. RAYNAUD, KARL KORTUM and the author prepare the "C. A. Thayer" for sea and her final restoration in San Francisco.

Harold Huycke first saw the Pacific Ocean as a boy of 8 when his family moved from Oklahoma in 1930. Entranced by the sea he determined to become a commercial fisherman. With the outbreak of war he entered the California Maritime Academy, graduating in 1944 with his 3rd mates license. As an officer and Ensign in the Naval Reserve he sailed throughout the war in Liberty ships, Victory ships, tankers and even the old wooden steam schooner *Stanwood*. After completing his education at the University of Southern California he spent 4 years at sea, advancing his license to master, before experiencing the shore end of ship management with positions at Weyerhaeuser and States Marine steamship companies.

Harold's wide ranging interest in Maritime History found focus in the long-neglected story of west coast shipping and the great square-rigged Alaska Packers fleet in particular.

Adding further to his "feel" for the great days of sail he spent almost a year in conjunction with the Maritime Museum in restoring the 3-masted schooner *C. A. Thayer* for the State of California, which project will soon be completed by her presentation to the public as part of the San Francisco Maritime State Historical Monument.

Mr. Huycke's continued research and writing is being devoted to a history of 12 German sailing vessels which spent their last days on the Pacific Coast. Harold's biographies of a number of the STAR ships have been published by the AMERICAN NEPTUNE at Salam, Mass.



The "Star of Alaska," restored to her original name of "Balclutha," recently being towed to her permanent berth at the San Francisco Maritime Museum

PICTURE - STORY OF APA'S WINDJAMMER FLEET

Bristol Bay fishermen and their "Columbia River gillnetters" Law required use of these two man sprit-rigged "Columbia River gillnetters" until 1950, when power boats were finally allowed in Bristol Bay fishing. The gillnet boats for Alaska were made in San Francisco and transported North by sailing ship

Photo from Capt. Carl Johannessen



"Star of India" nears her centennial at San Diego. The success of "Balclutha" at San Francisco has sparked new interest by San Diego in the only other intact survivor of the "Star" fleet. The 96 year old hull was dry-docked in 1959 and rerigging is now scheduled. Garboard strakes of 15/16" iron and topside plating 11/16" thick account for her longevity

Photo from Karl Kortum



In the early 1920s the pantheon of square riggers at the foot of Paru Street was still intact

Photo from Capt. Carl Johannessen



By the early 1930s only five were left. In 1934, when this picture was taken, it had been five years since any of the "Stars" had voyaged north under sail. The three large four masted barks in this picture were sold to Japan for scrap before the year was out

Photo from John W. Procter Collection, San Francisco Maritime Museum



The Packers fleet off the mouth of the Nushagak River in Bristol Bay, Bering Sea *San Francisco Maritime Museum*

The Vanishing Windjammers



FORMER "STAR OF GREENLAND" LEAVING SAN FRANCISCO FOR THE LAST TIME AS THE SWEDISH 4-MASTED BARK ABRAHAM RYDBERG WITH CARGO OF BARLEY.



San Francisco Maritime Museum
Chinese cannery hands gambling on the forecastle head of the bark "Harvester," bound from Cook Inlet to San Francisco in 1899. The man by the starboard rail looks like a loser. (Harry Pidgeon, who took this picture, later sailed twice around the world single-handed in the yawl "Islander" between 1921 and 1937)



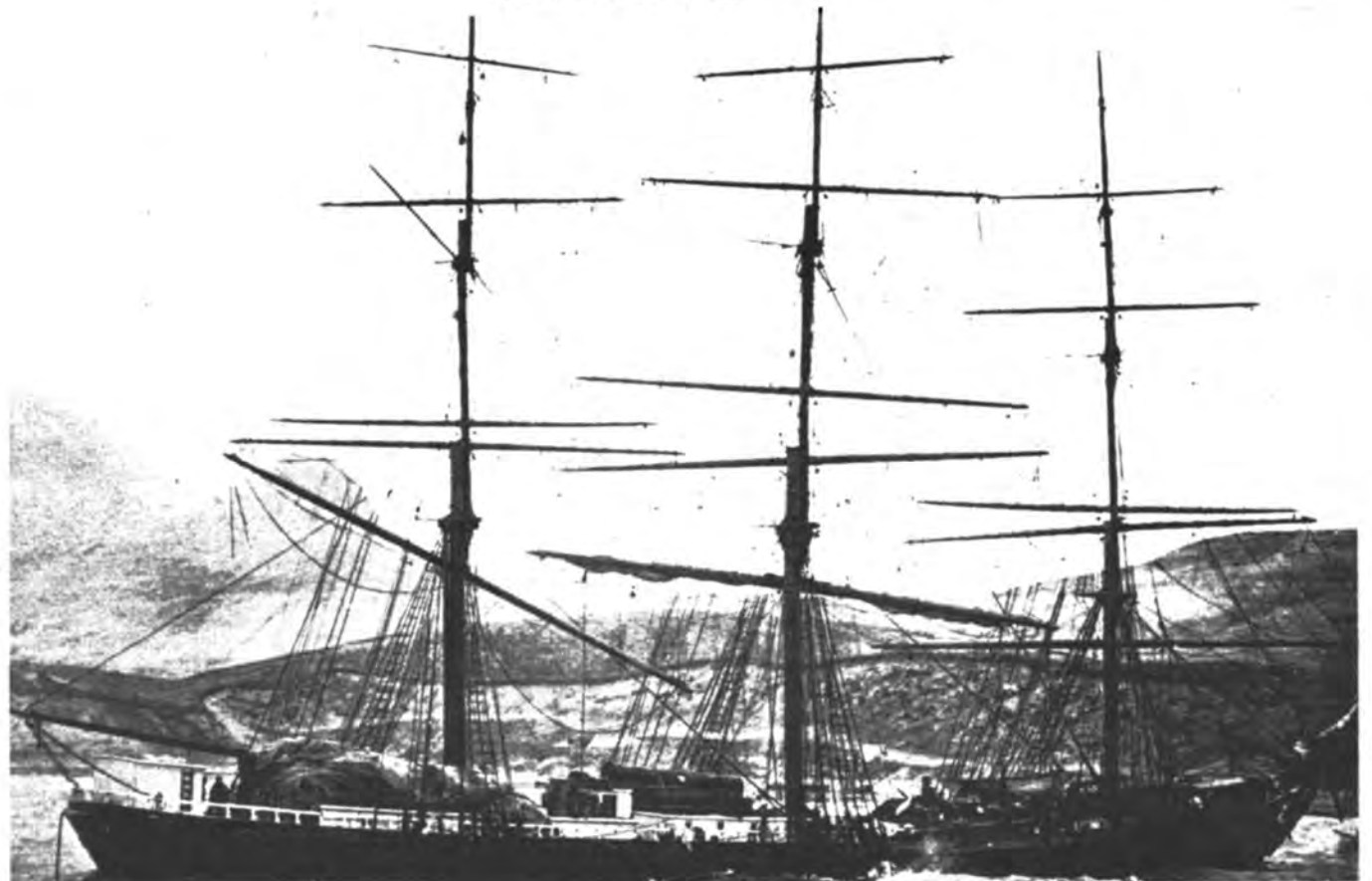
Widerstrom Photo
allying fish from the salmon boats into a cannery scow at Kvichak Bay in 1921 (above)
The Packers' ship "Paramita" (below) ashore on Fox Island, Alaska, in May, 1914
San Francisco Maritime Museum

Chow time for the "Star of France's" Italian fishermen in 1918. She had three galleys—American, Chinese, and Italian styles

Axel Widerstrom



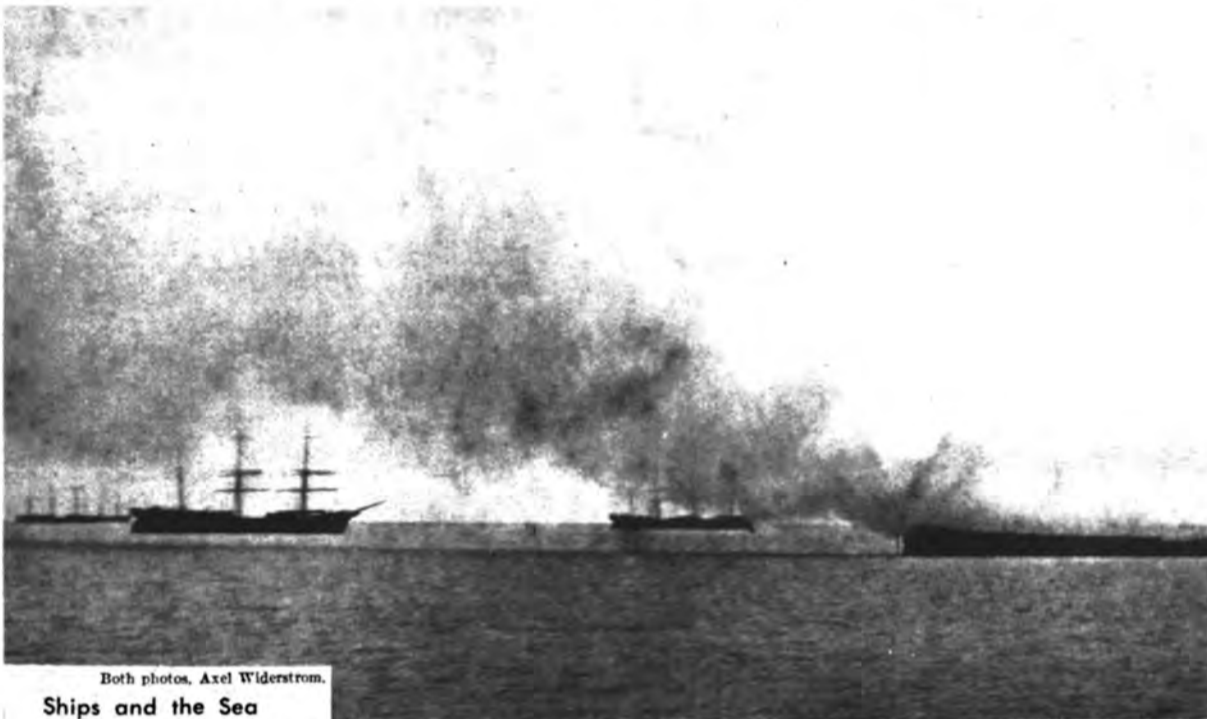
The "Star of Falkland" ended her days on an iron-bound coast in 1928 (left)





THE DOWN-EASTER Charles A. Moody rode at anchor at Naknek, Alaska, on the night of June 28, 1920, when a fire of unknown origin swept her decks. Soon the other ships in the anchorage — including the Star of Holland, from whose deck these pictures were

taken — were silhouetted on a sea of light. Next afternoon, at the turning of the tide, the hull was still burning and a pall of smoke lay low over the barks Star of England and Star of Zealand. The Charles A. Moody was owned by Northwestern Fisheries of Seattle.



Both photos, Axel Widerstrom.

Ships and the Sea



What the Equator was to deepwater sailors, Unimak Pass was to Alaska-bound fishermen—where green-horns were initiated with horseplay. A new hand gets his "Unimak shave" aboard the "Star of France" in 1919



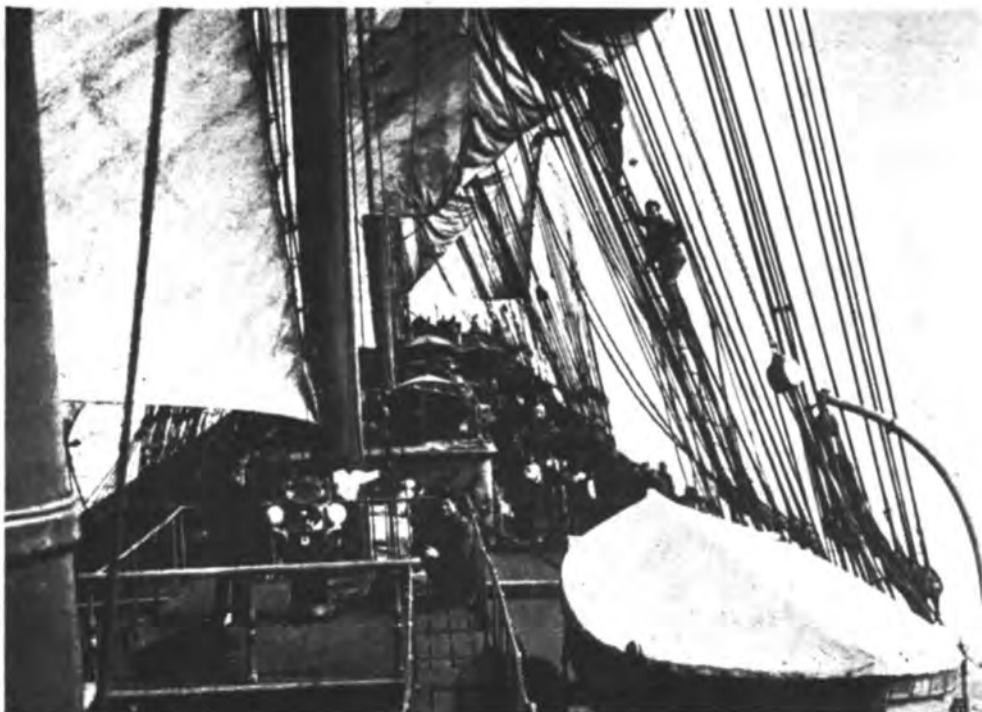
Fishermen's quarters in the 'tween deck of the "Star of Holland." The Italian and Scandinavian fishermen acted as sailors on the square riggers during the voyages to and from Alaska. The quarters for the Oriental cannery hands, known as "Chinatown," were located at the other end of the ship



Lumber, pilings, coal, tin plate, and box shooks were principal north-bound cargoes carried to Alaska in the "Star" ships. Here the "Star of Holland" discharges lumber for Diamond M Cannery, Naknek



The "Abner Coburn" was forced aground at Menshikott Point by ice in 1918. The crew "picnicked" ashore



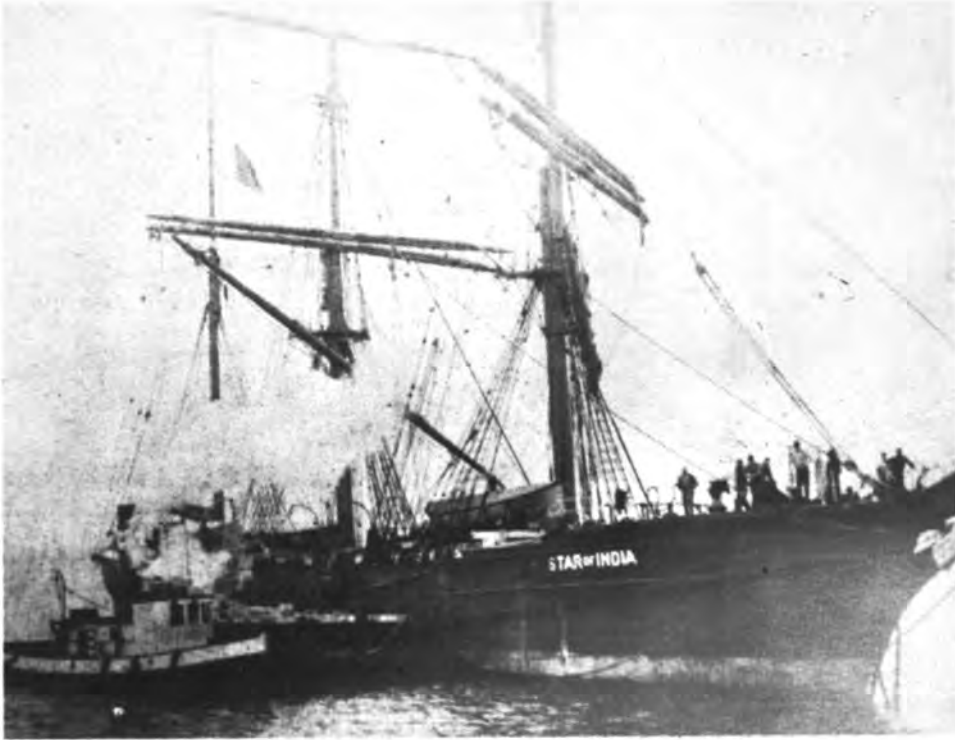
Aboard the "Star of Poland" in 1916, in a light fair wind. Capt. Rasmussen (left) and his mate (squatting) in the foreground



The "Star of Greenland"
San Francisco Maritime Museum Assoc. Photo

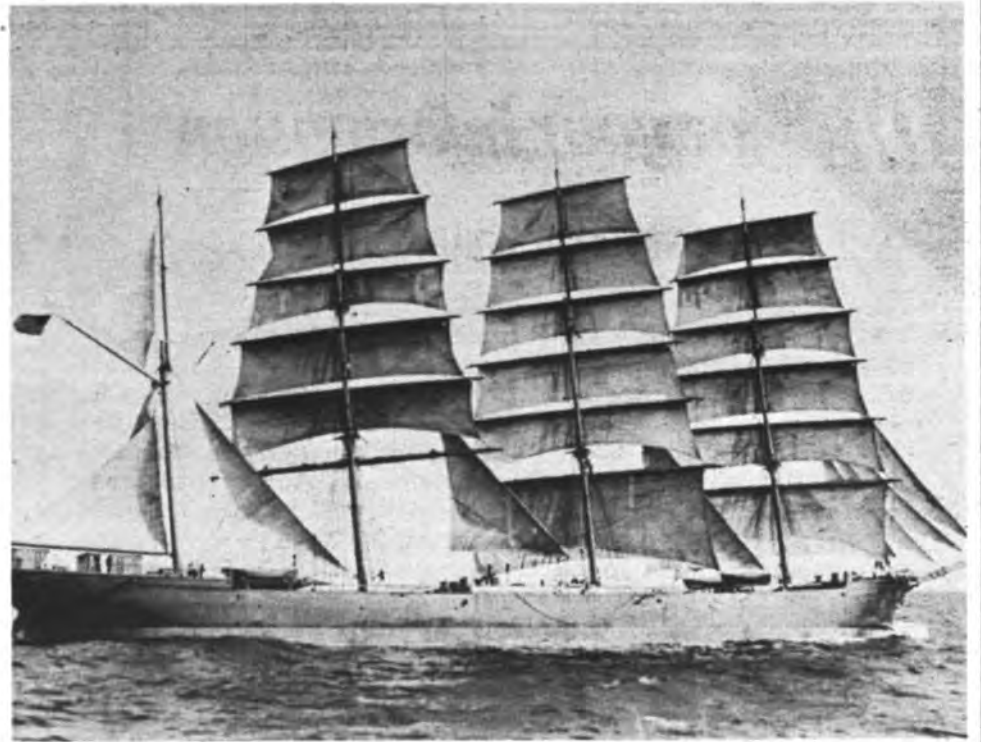


Northward Ho !



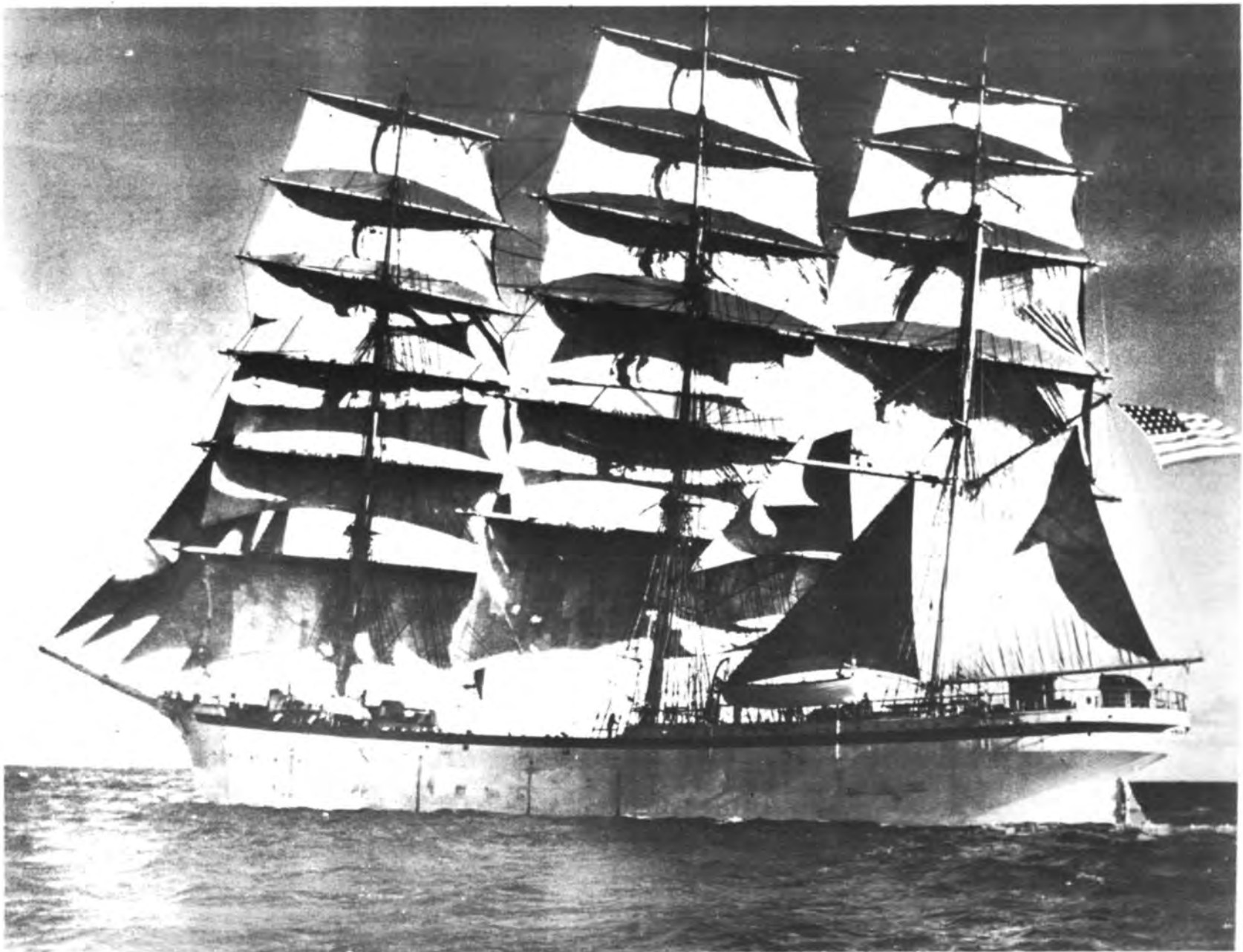
STAR OF LAPLAND - KXOA

PICTURES ON THIS PAGE FROM THE JOE D. WILLIAMSON COLLECTION.



STAR OF INDIA

THE STAR OF INDIA WAS A 'WORKHORSE'. SHE WAS BUILT IN 1863 AT BELFAST AND CHRISTENED AS THE "EUTERPE". PURCHASED BY APA IN 1906, HER LAST TRIP TO BRISTOL BAY WAS IN 1923. HERE SHE IS SHOWN LOADING SALMON AT NUSHAGAK. SHE WAS ONE OF THE FEW 'STAR' SQUARE-RIGGERS NEVER RADIO EQUIPPED. DURING HER LIFE SHE SAILED AROUND THE WORLD 21 TIMES. SOLD IN 1926 AND RESTORED SHE BECAME PART OF THE SAN DIEGO MARINE MUSEUM. A FINE EXAMPLE OF THE DAYS LONG AGO AND THE HERITAGE OF A GREAT PAST. PHOTO BY JOE D. WILLIAMSON.



STAR OF FINLAND - KFOI

THE BARK KAUILANI WAS PURCHASED BY THE 'PACKERS' IN 1909 AND SERVED 18 YEARS BEFORE BEING LAID UP IN 1927. SOLD IN 1929 SHE WAS CHARTERED IN 1941 WITH A LOAD OF LUMBER TO SOUTH AFRICA - 126 DAYS OUT OF THE GOLDEN GATE. SHE THEN PUT IN AT HOBART AND THEN SOLD TO THE UNITED STATES ARMY WHICH TOWED HER TO SYDNEY AND HULKED. SHE FINALLY WAS TOWED TO THE PHILIPPINES WHERE HER REMAINS REST UPON A BEACH OF ONE OF THE ISLANDS.



fyi for your information

FROM THE SKIPPER'S LOG

"INTERCOM-B" (Pages 22-30) furnish members with the names of all New Members joining the Society (Including Technical Associates) since INTERCOM-A was published in March of this year. It also provides information about CHANGES OF ADDRESS (COA); Call Letter Changes (COC); Members who move without informing us (LOST); SILENT KEYS plus corrections to listings etc., that can be used to UPDATE your WIRELESS REGISTER and SOWP AMATEUR RADIO CALL BOOKS. This is for the use of Society personnel and members. The current issue - 48 pages, provides 40 pages of historical information, experiences of our members, etc. (without a single line of advertising which we hope members and all SOWP. friends will remember.) This is important since without advertising revenue, we do depend upon prompt payment of dues, plus an invitation to contribute as generously as your circumstances permit to fund our publications and expenses. THANK YOU. Note: Last minute listing of Changes and New Members are listed on this page (from Page 30).

Want to Know—Where are they? Etc.

WANTS TO KNOW Whereabouts of R.O. (Leonard) of the SS WACOSTA/KDLM 1935 after voyage from home port of Mobile to Liverpool/Manchester by R.O. A.F. Gastierer of SS WEST MADAKET/WJ00 1935 same home port to Liverpool and Glasgow. Contact: A.F. Gastierer 2223-P, 2403 Elberon Ave. Cincinnati, Ohio 45204

INREQ - INFORMATION REQUESTED

Would like to know the name of Instructor at the YMCA Radio School, Seattle, WA circa 1923. Was later instructor at Univ. of Washn. 1925-1967 Contact: Member H. D. Finch 1976-SGP, 1830 Indiana St. N.E., Albuquerque NM. 87110

KNOWLEDGE RE: SINKING OF SS JOHN BURKE? Member would like to know who might have knowledge of the sinking of above ship, lost with all hands reported in Philippines circa 1943/4. He was R/O on ship for 5 voyages to Alaska in 1945. Lost quite a few shipmates. Contact: Eugene F. Hammers, 10856 Gold Drive, Grass Valley, CA. 95945.

WANTED: Copies of operator manuals for WW-2, Army Radios sets SCR-284, SCR-694, SCR-300 and BC-312. Contact: Bill Willmot K4TF, 1630 Venus St. Merrit Island, FL 32952.

WANTS TO LOCATE OLD SHIPMATES Shipmate with B.T. STOKES in Asiatic w/USN and I.W.PETERS at Banana River FL. This during WW-2. Anyone with whereabouts of either? Would be appreciated by old friend. CONTACT: The Rev. Wm C. Newmarch, DD 2236-P; 775 Wagner Drive Apt. 3, Battle Creek, MI 49017.

QST - COMPLETE COPIES AVAILABLE

The Society has a complete set of QST magazines for some 31 plus years that it will dispose of to the highest offer. These include the years 1939 to 1969 inclusive plus incomplete 1970, 1973 and 1974. Offer must include \$15.00 for boxing or crating of copies and offer to pre-pay cost of shipment. Write SOWP POB 530, Santa Rosa.

Organization of the "Professional" Brass-Pounder

NEW MEMBERS

- 3740 - At Bottom
- 3741-P DEDRICK, OTTO F.
936 Paseo Del Mar
San Pedro, CA 90731
- 3742-V KALFFP
WISSELL, FRED C.
Swantown Road, RFD 3
Norwich, CT 06360
- 3473-V KLDBP
COLLETTI, FRANK J.
35 Southwood Rd., POB 2312
Enfield, CT 06082
- 3744-M KL7FB (E)
HAZLITT, CHRISTOPHER C.
P.O. BOX 1476
Anchorage, AK 99510
- 3745-M KK8A
MOTT, JAMES F.
378 Benedict Road
Leavittsburg, OH 44430
- 3746-V W6DVZ
RUGG, JAMES W.
11833 Rose Avenue
Los Angeles, CA 90070
- 3747-V K4JQL
YOUNGLOVE, JAMES D.
Box H-281
1702 Hwy. 39 South
Zephyrhills, FL 33599
- 3748-P W6QEU
ONNIGIAN, PETER
1236 - 40th Ave.,
Sacramento, CA 95822
- 3749-P AA6A
COVERT, ORLIN A
986 McNear Avenue
Petaluma, CA 94952
- 3750-V K2TD
DE MEIS, THOMAS B.
121 Kathleen Ave.,
Delran, NJ. 08075
- (OUT OF SEQUENCE)
- 3740-M
MESLER, HERBERT A.
P.O.Box 988
Redwood City, CA 94064

COA'S CON'S ETC.

- W7UNE 1666-V
BURNETTE, WILLIAM D. C., P. O. Box 677,
Point Arena, CA 95468 (Incorrect address
listed in Call Book)
- KB2QM 2268-V
STEVENS, STANLEY L., 116 Jane Drive,
Syracuse, NY 13219 Change CALL TO KB2QM
DELETE CALL WB210F
- KA1GGY 1801-P
REISDORF, FRANK E., P. O. Box #7, Tops-
field, MA 01983 - Add Call KA1GGY and
COA from 136 Washington St., Topsfield,
MA, 01938)
- N6NA 1548-P
SMITH, MARVIN H., 1138 Cielita Linda Dr
Vista, CA 92083 -(Serial Listed as
1546-P in C.B. Incorrect should be 1548
-P)
- W6BHF 1056-P
DOBLER, RAYMOND W., COA to 17142 Clignet
Ct., Poway, CA 92064 (OLD QTH: 17523
Fairlie Rd., San Diego, CA 92128)
- W2HPB 2577-V
BACHNER, JOEL E., COA to 6570 Royal
Palm Blvd., J302, Margate, FL 33063
(Old Qth: 65 Miller Ave., Floral Park,
NY 11001)
- W2ECZ 1049-V
RYAN, ARTHUR J. (RETURNED FROM LOST)
COA to: 8410 NW 47th Place, Lauderdale
FL 33321 P: 305/748-7220 (OLD QTH:
CRA 25 2115, Palmira, Valle, Colombia
SA)
- HB9CHE 1536-M
WALTER, ERIC (NEW CALL) Stegenweg 44,
3172 Niederwangen/BE, Switzerland
ADD CALL HB9CHE
- 237B-SGP KA6MYV
FEATHER, ALBERT (CHANGE IN CALL ONLY)
New Call KA6MYV (Delete call WB6MSD)
241 Morningsun Ave., Mill Valley, CA
94941
- K0AFP 3128-V
JONES, DONALD E. (Chg in Address)
3210 Emerald Court - Apt A, Clifton, CO
81520 T: 303/434-4624 (OLD QTH: P. O. Box
3912, Grand Junction, CO 81502)
- W9EGR 845-P
ROBERSON, CLYDE E. (Call listed incor-
rectly should be W9EGR NOT W9WGR as in
CB) 3120 S. Indiana Ave., Milwaukee, WI
53207
- KD6XQ 640-V
THOMAS, R. "TOM" (Chg. in CALL AND ADDRESS
NEW CALL KD6XQ (Delete Call WB6PCZ)
6713 Vicky Ave., Canoga Park, CA 91307
(OLD QTH: 321 East Cedar Ave., Burbank,
CA) Thomas is a "RETURNED FROM LOST"
- W3GC TA-120
WILLIAMSON, JOHN F. (Incorrect Call list
in CB) Correct Call is W3GC - 505 Old
Gulph Road, Narberth, PA 19072
- W9BCQ 3146-SGP
EUNICE, OTIS L.
COA to P. O. Box 677, Orion, IL 61273
T: 618/526-8245 (OLD QTH: 510 Johnston
St., Galesburg, IL 61401)
- WA5RDO 1636-V
RUETZ, LEE (INCORRECT ADDRESS LISTED IN
C.B.) Correct address is P. O. Box
58956, Houston, TX 77058
- KL7MK/MM 1312-M
DUFRESNE, JOSEPH A. (CALL OMITTED FROM CB
P. O. Box 406, Northport, WA 99157
- W8BMD 3638-M
HOBSON, RM2 KEVIN R.
COA to: USCGC POLAR SEA/WAGB-11. FPO,
Seattle, WA 98799 (OLD QTH: 450 Entrada
Dr, Apt 31, Novato, CA 94947)
- WA1SPM 117-SGP
GENEUF, DONALD K.
COA to: 602-B Heritage Village, South-
bury, CT 06488 (OLD QTH: P. O. Box 329,
Southbury, CT 06488)
- WB2GMF 3641-M
SILVERMAN, EDWARD I. RETURNED FROM LOST
c/o Anders, 3788 East Lake Road, Dunkirk,
NY 14048 (OLD QTH: 942 Middle Country
Road, R 25, Ridge, NY 11961)

Technical Associates

- TA-146 K4AMG
SIFF, ROBERT G.
14 No. Washington Drive
Sarasota, FL 33577
- TA-147 KA3AQQ
KARZ, ALBERT R.
SR Box 201
PAUQUACK, PA 18451
- TA-148 N6EHL
CONKLIN, JACK E. SR.
1110 West, Ave. J-11
Lancaster, CA 93534

They say that one in every four people is unbalanced. Think about your three closest friends. If they seem okay, then you're in trouble.



Welcome....New Members

The Staff and members of our organization take great pleasure in welcoming the following members into the Society and look forward to meeting you at Chapter reunions or in the pages of our publications. A fine camaraderie and close fellowship binds members in a brotherhood of cordial geneality and companionship enjoyed by few organizations. While the preservation of history of the wireless mode of communications is our very dedicated purpose, it also permits us to fraternize and enjoy contacts with friends and shipmates of days gone by. May your cruise with us be a happy one.

'73'

William A. (Bill) Breniman
Founder and Exec. Secretary.

PS: Suggest you use the data in the following pages to 'update' your Membership Register and Call Books.

SERIAL LISTING OF NEW MEMBERS

3620-V N6DQN
SUTTER, PETER M. (PETE/ANNIE)
214 3rd Street, Sausalito, CA 94965
T: 415/332-4897

FS: 1943 - SS JULIAN W. MACK/KVRN
OTHER: 1945 Fremont Ulder??

AMATEUR: N6DQN/1980 FC: W06GHZ/1978
Join Net: Yes M) ARRL H) Ocean Sailing and cruising aboard in his sailboat P) NF QSP: John N. Elwood

3621-M KA3DBN
ROUSE, JOHN L. (++++/Eleanor)
2703 Bartlett Lane, Bowie, MD 20715
T: 301/262-7690

FS: 1961 - USAFSS (6950th SECT. GP.)
(RAF) KIRKNEWTON, SCOTLAND

Other: None

AMATEUR: KA3DBN/1979 FC: Same

Join Net: Yes M) ARRL, RSGB, 10-10, YL ISSB, QRP ARC H) Ham Radio Stamp collecting (GB & USSR) P) Offers assist in Correspondent, Promotion & Public Relations and Travel Program. Special Assignments: John is a newspaper editor and suggests he might be able to help. QSP: John N. Elwood, 396-V

3622-P W6FMG
KIENLE, FRED (FREDDY/L11)
4116 Laurel Grove, Studio City, CA 91604 T: 213/762-5875

FS: 1928 - S/S MISSOULA/WJAO
Others: 1929 S/S Larry Doheny/WOBE, 1944-45 S/S Ida M. Tarbell and S/S Cape Saunders

AMATEUR: W6FMG/1933 FC: W60TX/1927
JOIN NET: NO M) ARRL H) Women and Martinis P) NF QSP: Bob Shrader 157-P

3623-V KA6LYD
SCOTT, ROBERT D. (BOB/Dottie)
2810 Shoreview Circle, Westlake Village CA 91361 T: 213/889-0473

FS: 1944 - USAF - 5TH AF - 22/408 BOMB SQUADS - R/O/VARIOUS

Others: 1944 to 1945 408th Bomb. Sq. and 22nd Bomb Group - Pacific/Asiatic area Near end of WWII Bob spotted 2 life rafts with 6 people aboard on flight to Clark Field from Japan. Alerted ASR who sent DUMBO fop rescue. Proceeded on to Okinawa.

AMATEUR: KA6LYD/1980 FC: Same

Join Net: If have Novice Net M) ARRL H) Shilling, photograph, Black Powder Target Shooting, Trap Shooting P) NF QSP: "QST" Listing

3624-M KA7FYG
HARRIS, DANA CHARLES (CHUCK/Pamela)
304 E. Olive Place, Apt. 6, Seattle, WA 98122 T: 206/324-8774

FS: 1979 - USCG COMSTA - KODIAK/AK/NO; 1979-80 USCGC Polar Sea/NRUO, 1980 USCGC Cutter Citrus/NRPQ, presently COMCOGARDP U, Seattle, WA/NM43

AMATEUR: KA7FYG/1979 FC: Same

Join Net: Upon retirement in 2 months M) Am. Adventurers Assoc., Cannon Photograph and will join CG Auxiliary next month H) Backpacking, skin diving, swimming, bicycling, body building and photography P) Offers assist in Travel Program QSP) David M. Mueller, 3460-M

3625-V W0BNZA
SMITH, LYNDLE S. (SPUD/Evelyn)
Rt 1, Box 558, Custer, SD 57730 T: 605, 673-4302

FS: 1942 - USN AUCKLAND, NZ/ARI (USAFISPA/ARI)
1944/45 92nd Airdrome Sq/TP6, 1943-44 Numea, New Caladonia/WX Copy 1945 - Okinawa

AMATEUR: W0BNZA/1980 FC: W06VPN/1962
Join Net Yes M) NF H) Mobilizing/camping and craves companionship P) NF QSP: Clyde R. Stephens 2927-V

3626-P W06VQQ
DAWSON, HOWARD G. (++++/Florence)
6576 La Cumbre Road, Camarillo, CA 93010 T: 805/482-3876

FS: 1939 - PT VINCENTE/NMQ
OTHERS: 1938-39 USCGC Shoshone/? 1939 thru 1941 USCGC Cahoon/NRLG, USCS Sta Pt Vincente/NMQ and USCGC Cahoon/NRLG

AMATEUR: W06VQQ/? FC: NA

Join Net: NAP M) ARRL, TROA H) Wood working and haming P) No QSP: Lloyd C. Stearns 2537-P

3627-V W7JHQ
LEWEL, SAMUEL H. (SAM/Gladies)
10901 Saratoga Circle, Sun City, AZ 85351 T: 602/977-8734

FS: 1949 - FAA - HONOLULU, HI/KVM
1949-53 FAA was then named Civil Aviation Agency

AMATEUR: W7JHQ/1973 FC: W2BKR/1931
Join Net: Yes M) ARRL, QCWA H) Photography Y) No QSP: NF

3628-V N4DNZ
MANFREDI, URBANO (BEN/Margaret)
356 Hacienda Village, Winter Springs, FL 32708 T: 305/327-2274

FS: 1940 - USS GREGORY/NAJR
Others: 1943-44 NAS, Alameda, CA/? 1944-45 Brooklyn Navy Yard/?

AMATEUR: N4DNZ/1980 FC: W2KXX/1937
Join Net: ? M) ARRL H) Golf and Flying P) Open John N. Elwood, 396-V

3629-SGP +++++
HYERS, THOMAS C. (++++/Bertie)
212 E. Essex Lane, Ft. Wayne, IN 46825 T: 219/483-3767

FS: 1917 - S/S EXCELLSOR/KKO
1921 S/S Orlancho/? 1919/20 S/S Lake Fossil/WCVE 1920/21 S/S Buchananon 1929-22 Tampa FI/WPD 1918 SS Miami 1928/41 PanAm/WKDL and 1929/30 PanAm/CMF Retired 1962 after 33 years Active and Inactive duty with USNavy serving in capacity of Commander, USNR.

AMATEUR: None FC: 4EL/1914
Join Net: No M) Am. Red Cross Instr Indiana Law Enforcement Board, Chaplain -Fraternal Order of Police Associates Lodge #6 H) First Aid and CPR instructor, Police Academy, Ft. Wayne, IN P) NF Pete Fernandex 488-SGP

3630-V HB9BYO
JHRINGER, HAROLD (HARRY/Rita)
ULMENSTRASSE 18, CH-8500 FRAUENFELD, SWITZERLAND T: 054 7 27 51

FS: 1941 - DUEBENDORFRADIO/HBZ
Others: 1943-46 S/S Chasserat/HBDF 1947-48 Duebendorfradio/HEZ, 1948-50 S/S St. Cergue/HBHD

AMATEUR: HB9BYO/1979 FC: Same

Join Net: Yes M) ARRL (USKA Swiss) H) Radio-Amateur, Model-Railroader and Boating P) NF QSP: Hana Buhler 3028

3631-M +++++
SCHELLING, ADRIAAN (+++++/++++)
EVERTSENSTRAAT 29, 4371 BD KOUDEKERKE, HOLLAND T: 01185-1699

FS: 1962 - ROYAL DUTCH NAVY/?
Others: 1964/69 Charlesville/ONCP 1964.65 Belgulf Progress/ONBP 1966 Belgulf Glory/ONBO and ESSO Brussels/ONET 1967 Fina Luxembourg/ONPU 1967/69 Belgulf Progress/ONBP and 1970 Jordaens/ONJO

AMATEUR: None FC: None
JOIN NET: No M) NF H) Travelling sports and cycling P) Offers assist in Secretary, Membership and Travel QSP: NF

3632-V WB1CBP
HEALTH, MELVIN A. (MEL/Doris)
P. O. Box 127, Windham, ME 04082 T: 207/892-2386 (Home) 207/655-7136 (Camp)

FS: 1941 - USA - PINE CAMP, NY/Var.
WW2-European Theatre - extensive experience R/O 1942 to 1945. (MTF)

AMATEUR: WB1CBP/1977 FC: Same

Join Net: Yes M) ARRL, REACT, Yankee Radio Club, Portland Wireless Assn. Merit Badge Counselor, Boy Scouts Maine District H) Flying, Ham Radio CB Radio, Boy Scouts, Boating, Solar, Photograph (Still and Motion) P) Offers assist in Organizing, WP CW Net C/O etc., Awards Committee, Hist. Pr. & PL, Mbrship and Travel Program QSP: "QST" Listing and SOWP Members' QSL Cards

3633-V K6DGK
CLAAR, DONALD E. (DON/Viola)
9849 Canedo Avenue, Northridge, CA 91324 T: 213/349-4625

FS: 1946 - USS LYCOMING/NDRT
Others: 1945 USS Monterey, 1946 USN COM STA, Astoria, OR

AMATEUR: K6DGK/1953 FC: W7JRC/1943
JOIN NET: No M) ARRL, QCWA H) Amateur Radio P) No QSP: Mertor W. Claar 3611-P

3634-V VE7BS
ELDRIDGE, ROBERT C. (BOB/Claire)
8386 McGregor, Burnaby, B.C. V5J 4H9 Canada T: 604/435-0556

FS: 1940 - HQ 70th GROUP, ROYAL AIR FORCE/VARIOUS
Others: RAF - 366p Beetle Watch, 1941 546K Mobit CW (1942), 1943/45 5024 Special K Unit, 1945-46 RAF Lubeck, Germany 1946-47 RAF, Calshot, England and 1947/50 RAF King's Flight, Benson

Bob used to work on the Queen Mary prior to WWII. Also for many years has been the chief Canadian spokesman in CCIR Study Group B, which deals among other things with maritime radiotelegraphy, and am involved with ITU conferences, including the MOBILE WARC 82, which is almost exclusively maritime distress and safety. Bob was selected as one of the recipients of the CCIR 50th Anniversary Award of Honour presented in Tokyo in 1978.

AMATEUR: VE7BS/1953 FC: G3AGQ/1948
JOIN NET: Later M) Senior mbr. IEEE FOC AMSAT CARF H) Antennas, Chess and writing P) No QSP: E. Merie Glunt, 2289-P

- Continued on Page-24 -

SOCIETY OF WIRELESS PIONEERS



CLASP OF FRIENDSHIP



"Lets get together" SOCIETY

The Professionals

Welcome These New Members

3635-M W0HMA
MOORE, JERRY L. (+++++/Joyce)
 2438 Katy Lane, Poplar Bluff, Mo. 63901
 T: 314/785-5998
 FS: 1959 - TROOP I MO HIGHWAY PATROL
 ROLLA, MO. 7KAB83
 1969 to present Troop E, Poplar Bluff,
 MO/KAA958
 AMATEUR: W0HMA/1952 W0HMA/1/31/52
 JOIN NET: NAP M)ARRL (Life Member)
 H) Gardening, Fishing and Archery
 P) No QSP: NF

3636-M W2IHR
SHAPIRO, LEO (+++++/++++)
 P. O. Box 83, Belmar, NJ 07719 T: 201/
 280-0883
 FS: 1965 - USNS BUCKNER/NPXK
 OTHERS: 1965/1966 USNS Geiger/NRXX,
 USNS Upshur/NTFH, USNS Craig/NJUD and
 USNS Point Barrow/NSVR 196, /67 CHATHAM
 RADIO/WCC and also 1973/74, 1979/1980
 USNS Nodaway/NIRX AND USNS FURMAN/NMQQ
 AMATEUR: W2IHR/1976 FC W2JEW/1935
 Join Net: Yes M) ARRL H) Fishing
 Bowling and Amateur Radio P) No QSP:
 NF

3637-P K3AK
GRAY, LAURENCE (LAURIE/Ray)
 9701 Depaul Drive, Bethesda, MD 20034
 T: 301/530-8779
 FS: 1937 - S/S PRINCE GEORGE/VGJP
 Other: 1944 Ottawa Naval HQ Stn/CF
 AMATEUR: K3AK/1973 FC: VE5JE/1933
 JOIN NET: Possibly M) ARRL, QCWA
 H) Photograph, Hiking P) No QSP:
 Max M. Jacobson 980-5GP

3638-M W08MOD
HOBSON, KEVIN RICHARD (+++++/++++)
 450 Entrada Dr., Apt. 31, Novato, CA
 94947 T: 415/883-7214
 FS: 1979 - USCG COMMSTA SF, CA/NMC

AMATEUR: W08MOD/1976 FC: Same
 Join Net: NAP M) Am. Radio Relay
 League (ARRL), Morse Telegraph Club(MTC
 H) Amateur Radio (CW) P) NAP QSP:
 James Lanier, 3619-M

3639-P +++++
WICK, HAROLD B. (+++++/Charlotte)
 1320 Dillion st., Wenatchee, WA 98801
 T: 509/663-8095

FS: 1928 - USS BEAVER (TSINGTAO, CHINA
 /MEQQ
 OTHERS: 1928-1939 served on USS Pecos/
 NIFQ, USS Finch, USS New York, and
 Punta Mala. Panama/NGR, Darien, Panama
 Gatun Radio, Panama NAX and USS Saratoga
 MS Marta Foss/WGDD, MS Brown Bear/WWFZ
 SS Pres. Grant/KDUT, MS La Merced/KLGK,
 SS Lakina/WCCT, MS La Merced, SS
 Southerland/KJZX, SS No. Coast/WQCH
 1940-1973 CAA/FAA/KEAM-KCCZ, ETC

AMATEUR: NONE FC: W7HBU/1957
 Join Net: NF M) NF H) Sports
 P) No QSP: Chas. F. Abshire, 3314-P

3640-P W2BVS
BARKALOW, FRED S. (+++++/DOROTHEA)
 628 Terrill Road, Plainfield, NJ 07062
 T: 201/755-2024

FS: 1932 - USAF - (China Theatre)
 Fred has been building gear since 1932.
 Was communication chief in Air Force
 Sqdn for 3 yrs, brass pounder SQDN BASE
 STN. Also aboard aircraft on missions

in China. Served overseas 2 yrs 1943
 to Dec 1945. Worked for RCA 30 yrs,
 HAM (CW only) 29 yrs. Wrote couple
 of articles for RCA HAM tips. Rec'd
 AF Bronze Star for operating STN 5e-
 hind JAP line

AMATEUR: W2BVS/1952 FC Same
 JOIN NET: NF M) None H) Collecting
 antique radio gear, etc. P) Offers
 assist in Histories QSP: Ed Mitchell,
 3504-V

3641-M WB2GMF
SILVERMAN, EDWARD I. (ED/Debbie)
 942 Middle Country Road, Ridge, NY 11961
 T: 516/924-6247

FS: 1980 - AMAGANSETT(NY) RADIO/WSL
 AMATEUR: WB2GMF 1975 FC: Same
 Join Net: NF M) NF H) Music
 (Guitarist), Weightlifting, Jogging,
 Auto. Mechanics, Radio-TC Technician
 P) Offers assist in Book Reviews QSP:
 "QST" Listing

3642-V N4SU
KENNEDY, DAVID D. (DAVE/Sonja)
 Rt 1, Elm/Voew Rd., Bpx 633, King, N.C
 27021 T: 919/768-7859

FS: 1941 - USAF (12th AF - Africa-
 Italy)/VAR.
 AMATEUR: N4SU/1977 FC: W9TWC/1934
 Join Net: Yes M) AIEE, Tel. Pione-
 neers, QCWA, OOTC, ARRL, ROA, TROA,
 AMSAT, Pro. Engr. (Ohio), USAFR(Ret.)
 H) Ham Radio, Outdoor Activities (An-
 tenna design, etc.) P) Next year
 QSP: NF

3643-V W5EAW
ISENHOWER, HAROLD V. (Ike/Frances)
 8901 W. Frontage Rd. N.E., Space 34
 Albuquerque, NM 87113 T: 505/898-0839

FS: 1941 - USS FINCH/NAJP
 1947 - 1950 US Radio Stn/NAR, LSMT 512/
 NJAS and USS Randall/NPRK
 AMATEUR: W5EAW/1979 FC: W4ROD/1950
 Join Net: No M) ARRL H) Skiing,
 Golf, camping, fishing and farming
 P) NF QSP: J. H. Thomsen 3016-V

3644-M KV4NU
MOORE, HAROLD B. (BO/++++)
 P. O. Box 11671, Atlanta, GA 30355
 T: 404-233-0997

FS: 1979 - S/S MOBIL MERIDIAN/KGSM
 1979 - USNS MAUMEE/RSNF
 AMATEUR: KV4NU/1979 FC: NM4HTU/1959
 Join Net: Yes M) ROU H) Computer
 Hdw., General Farming P) Offers
 assist but did not specify a category.
 QSP: William C. Willmot 784-V

3645-M ++++
KERKHOFF, HESSEL (+++++/++++)
 c/o FAM. VAN MAST, ALSTEEDSEWEG 19A
 7481RS, BUURSE (D), HOLLAND T: 05426-
 515

FS: 1968 - HMS MERCUR/PARE
 OTHERS: 1968 - 1981 served on follow-
 ing vessels: HMS Hefring/PAYY, Simons-
 ker/PMMU, Tug Thames/PHYO, Tinto/PHZ1,
 Tug Scheide/PJOL, Tug Poolzee/PVGE,
 Tug Clyde/PDKY, Tug Smit Salvor/PHOP,
 Tug Witte Zee/PIRD, Derrick vessels
 Tolteca/H3QY, Orca/3ERY and Tolteca/
 H3QY

SOS: 10-20-80 Full scale fire on
 board the Derrick Vessel Orca/3ERY on
 which Hessel was R/O. Fire lasted 9 hr
 before being extinguished. 4 hrs. afte
 fire started the powerlines & the radio
 stn. caught fire and the main radio in-
 stallation was out of use. Hessel main
 tained all communications via battery
 powered emergency equip. w/sister ships
 Tolteca and Sea Lion who relayed traffi
 for Orca to other aid.

AMATEUR: None None
 Join Net: NF VERON (Dutch Radio
 -Amateurs League) H) Private Pilot
 P) NF QSP: NF

3646-SGP ++++
BARRY, WILLIAM H. (++++/Leah)
 Governor Winthrop Motel & Apts., 600
 Shirley St., Winthrop, MA 92152 T:
 617/846-9700

FS: 1921 - SOCONY-84/WCOE
 From 1921 to 1926 served with RCA
 AMATEUR: NONE FC: INV/1919
 Join Net: No M) NF H) NF P) NF
 QSP: Karl Baarslaq 175-SGP

3647-V W7AMM
DIEHL, EBER F. (EB/Auta)
 C/o Air Base Constructors, APO NY
 09673 T: ?

FS: 1942 - USAAF - I152 ACS SQ -
NATAL, BRAZIL/AAFM
 Other: USTMSA/AEHA

AMATEUR: W7AMM/1954 FC: W3UYH/1952
 Join Net: Yes M) ARRL, QCWA, AFCEA
 RSGB H) Ham Radio P) NAP
 QSP: "QST" Listing
 SOS: Dec 1943 MAYDAY sent from C47,
 USAAF Flight from Miami to Puerto Rico

3648-M KA6HMS
ROSE, WILLIAM WATTS (BILL/Linda)
 16661 Kettler Lane, Huntington Beach,
 CA 92647 T: 714/847-3773

FS: 1968 - USAF - 2044TH COMM. GP,
PENTAGON/AIR
 AMATEUR: KA6HMS/? FC: WV2SEN/1960
 Join Net: Yes M) ARRL, TEI-TCN
 H) Ham Radio, backpacking, photography
 P) Offers assist in Mbrship QSP: NF

3649-M KB0KZ
ROHM, RAYMOND F. (RAY/++++)
 2325 West Locust St., Davenport, IA
 52804 T: 319/322-3976

FS: 1950 - USS DES PLAINES RIVER/NTUA
 AMATEUR: KB0KZ/1980 FC: W0HIC/1952
 Join Net: Yes M) ARRL, QCWA
 H) Radio, Old Caves. Walking, Reading,
 Golf, WWII, etc. P) NF QSP: "QST"
 Listing

3650-P W1JOB
CHISHOLM, HARRY F. (++++/Margaret)
 Old Milford Rd., Mont Vernon, NH 03057
 T: 603/673-3319

FS: 1937 - S/S ONEIDA/KEZJ
 OTHERS: 1937 to 1953 SS Shawnee/WOBG,
 SS Medina/WhCG, SS Algonquin/KGDL, SS
 Camor/KDEW, Radio Marine Savannah/WSV
 6 ND Charleston, SC/NAD T&T Hingham, M
 /WBF Past 10 years employed by A.T.&T.
 at the Lettletone, Ma underground
 facility and is responsible for the
 micro-wave radio in the office.

AMATEUR: W1JOB/1935 FC: Same
 Join Net: Probably m) ARRL, CWA
 H) Ham Radio, Square Dancing, Skiing,
 and Travelling P) Offers assists
 but wants to learn more about SOWP
 QSP: NF

3651-P W5BET
AIME, MARION O., SR. (MO/Lorraine)
 821 Pontalba St., New Orleans, LA 70124
 T: 504/488-2264

FS: 1934 - S/S SIXAOLA/KDAO
 Others: 1934-38 Var. Ships including
 SS Zacapa, SS Metapan, SS Santa Marta
 1938-45 Various Stns Eastern Airlines,
 P T P CW Stns WEEM - WEEJ - WOEN 1962-
 1981 Var. Ships (ROU)
 AMATEUR: W5BET/1931 FC: Same
 JOIN NET: NAP M) ROU H) Electronic
 Miniature doll house's furniture and
 chandelier P) NF QSP: Lamar T.
 Hutchinson 3613-V

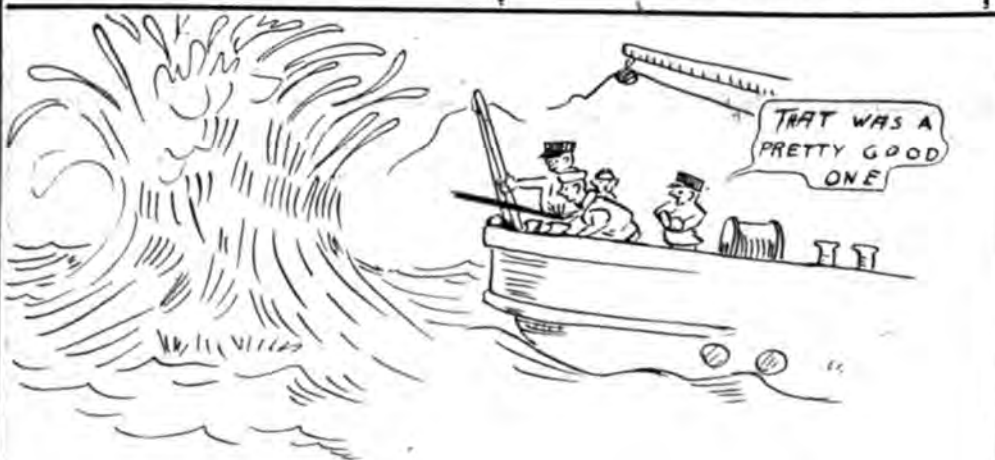
3652-V W6FGE
MCDANIEL, MICKEY (MICK/Nina)
 940 Temple St., San Diego, CA 92106
 T: 714/222-3912

FS: 1941 - LOCKHEED ACF CO./VARIOUS
 Other: 1944 - USN Elec. Tech and
 Operator - served at Yokosuka, Japan
 AMATEUR: W6FGE/1946 FC: W7FGE/1935
 Join Net: NF M) Ex QCWA, Ex ARRL,
 OTC H) Ham Radio P) NF QSP: NF

3653-V KA2HOJ
WYCKOFF, JOHN H. (++++/Jane)
 Box 102, RD 2, Frenchtown, NJ 08825
 T: 201/996-4719

FS: 1942 - GEIGER FIELD (SPOKANE, WA)/
 OTHERS: ARMY AWYS COMM SYSTEM/AUSTRALIA
 Iron Range, N. Australia/WXXC, Amberly
 Field (RAAF) Australia/MYVP, Townsville,
 Australia, WXXA, Port Morsby, New Guinea
 /WSSD, BIAR - Schouten Islands, N. Papua
 /WZPT Feb. 1945

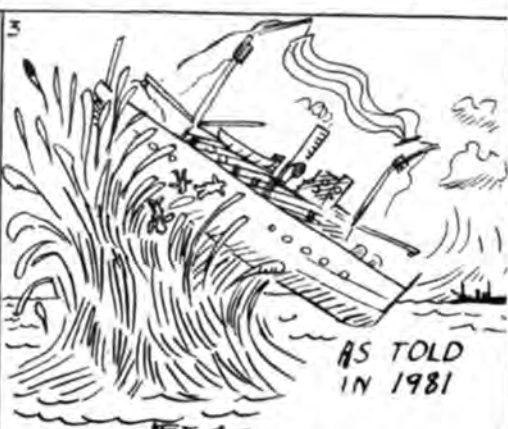
AMATEUR: KA2HOJ/1980 FC: Same
 Join Net: Yes M) ARRL H) NF P) NF
 QSP: "QST" Listing



AS IT HAPPENED IN 1919



AS TOLD IN 1929



U.S.S. LAPWING

Over 3700 "Pro's" have joined S.O.W.P.!

Welcome....New Members

C O N T I N U E D

3654-P K7BN
EMANUEL, FLOYD C. (****/Lois)
 10125 Sutters Gold Lane, Sun City, AZ
 85351 T: 602/977-6587
 FS: 1937 - BRANIFF AIRLINES/?
 Others: 1938-39 KVGB Broadcast (copied
 Transradio Press) 1939-41 KNEW Broadcast
 (Transradio) 1941 entered FAA/CAA
 AMATEUR: K7BN/1974 FC: W5EMO/1933
 Join Net: NF M) ARRL, QCWA, OOTC,
 SOAP H) Amateur Radio, Photography,
 Golf, Music/HI FI P) NF QSP: Samuel
 Lewbel 3627-V

3655-P W2XR
SEAUER, JOHN D. (****/Mildred)
 300 Sea Ave., Apt 6A, Point Pleasant
 Beach, NJ 08742 T: 201/295-3659
 FS: 1935 - S/S KOOLMOTOR/WGAD
 OTHERS: 1938-1944 SS Cherokee/WTCI, SS
 Iroquois/KGFD, SS Algonquin/KGDL, SS
 Shawnee/WOBG, EAL, Newark/WEPP, EAL,
 Houston/KHUA, EAL, Atlanta/WEEA
 AMATEUR: W2XR/1977 FC W1IGH/1934
 Join Net: Yes M) ARRL H) Piano
 and Organ P) No QSP: Franklin F.
 Shellenbarger, 2619-P

3656-M KH3AB
MORRIS, WILLIAM R. (BILL/****)
 Box 142, Johnston Atoll, APO SF CA
 96305 T: None
 FS: 1957 - USA - CHITOSE, JAPAN
 OTHERS: USA from 1957 to 1970 at
 following installations: Korea, Peta-
 luma, Turkey, Ft. Huachuca, AZ, Vietnam
 Ft. Gordon, GA
 AMATEUR: KH3AB/1980 FC KA6HIQ/1979
 Join Net: Yes M) NF H) Amateur
 Radio, Fishing, Electronic Kit Building
 P) NF QSP: Clyde R. Stephens 2927-V

3657-M WB3EFV
GUNN, WILLIAM DAVID (BILL/Jeanne)
 4143 Webster Rd., Havre De Grace, MD
 21078 T: 301/939-1798
 FS: 1967 - USS SELLERS/NIUZ
 AMATEUR: WB3EFV/1976 FC: KN3RUV/1961
 Join Net: Yes M) Arrl, Lions
 H) 'DXING', Bowling and Reading P) NAP
 QSP: Fava C. Sherwood TA-131

3658-P W6NCN
BONNIGSON, THEODORE M. (TED/Jean)
 Rt 2, Box 299 "B", Lake Elsinore, CA
 92330 T: 714/674-1227
 FS: 1937 - CCC - CAMP LONE PINE, CA/
 WUBW
 Others: USA Signal Corps, stateside &
 Alaska (1941). Transferred to the Air
 Corp and remained with them until end of
 war late in 1945.
 AMATEUR: W6NCN/1935 FC: Same
 Join Net: Nes M) ARRL, QCWA, U.S.
 Power Sq. H) Boating, fishing,
 antique radio collecting and repair
 P) NF QSP: Gene Krulish 1450-V

3659-P VE7LR
REID, LARRY L. (****/Joan)
 6615 Napier St., Burnaby, B.C. Canada
 V5B 2C2 T: 298-4372
 FS: 1939 - RCA Signal Corps, Prince
 Rupert, B.C. Canada
 OTHERS: 1947-49 Victoria/VAK, 1949/50
 Prince Rupert/VAJ and 1950-52 Cape St.
 James/VAM 1946-52 Employed by West
 Coast Marine Radio Service & the Federa
 Dept. of Transport 1952-60 Had the
 onerous job of closing down the pioneer
 coast station at Pachina Point (VAE) &
 Estinan Pt (VAE) & building a new com-
 bined coast & air radio station at
 Tofano Airport. 1960-61 Transferred to
 the Radio Regulations Branch as a
 Supervisory Radio Inspector in Vanouve
 GC. 1962-65 Made temporary Acting Regional
 Engr. Radio Regulations
 AMATEUR: VE7LR/1963 FC: VE5AKA/1939
 Join Net: NF M) Western Canada
 Comm. Council, Burnaby Amateur Radio
 Club H) Amateur Radio and Photograph
 P) NF QSP: NF

3660-M HB9ASZ
PFANDER, BERNHARD (BERNEY/Heidi)
 KEMMENMATTSTR. 7/a CH/3123 BELP,
 SWITZERLAND T: 031 81 26 78
 FS: 1974 - T/T CAPSA/DAKS
 OTHERS: 1975 - M/T Narica/DNBK. 1976/
 1977 M/T. Thorodland/HOMA 1979-80 M/T
 Thordrache/3EIK 1980-ufn Radio control
 and monitoring station PTT Berne
 AMATEUR: HB9ASZ/1971 FC: Same
 Join Net: Yes (After midnight GMT due
 to TVL) M) USKA (Swiss Radio Amateur:
 SEEFUNKKAMERADSCHAFT BREMEN, Germany,
 World Ship Society, England, H) Ships
 & Aircraft recognition/canoeing, HAM
 Radio, Photo processing and Gold Pann-
 ing P) Offers assist in Historial
 QSP: Jakob Roesti, 3418-M

3661-M VE1EX
WHITE, WILLIAM J. (BILL/Florence)
 108 Bromley Ave., Moncton, N.B. Canada
 E1C 5V1 T: 506/855-4322
 FS: 1971 - HALIFAX MARINE RADIO/VCS
 OTHERS: Started in 1927 as Railway
 Morse Opr. (2 yrs) then Coml/Press
 Morse Opr. 1942 qualified Coml. Marine
 ticket which kept valid...retired
 from L.L. svc in '70. 1972 Gypsum Co-
 untess/GHZK 1973-4 John A. MacDonald/
 CGBK (Canadian Coast Guard Svc), 1975
 Hollis Hedburg/ZCFS
 AMATEUR: VE1EX/1932 FC: SAME
 Join Net: Yes M) ARRL H) Stamp
 Collecting P) NF QSP: Gardner
 Smith 3580-M

3662-V KA3CXX
TYREE, EDWARD R. (ED/****)
 P. O. Box 19316, Wash. DC 20036 T: 202,
 332-3668
 FS: 1941 - USA - FT MEADE, MD/?
 OTHERS: 1941 learned Morse Code USA
 at Ft Meade, MD. WWII Service HQ &
 Battalion in N. Africa, Italy, France
 and Germany
 AMATEUR: KA3CXX/1979 FC: Same
 Join Net: NF M) ARRL H) Plays
 Guitar - Banjo, HiFi Freak and Ham
 Radio P) Offers assist in Pr. & PL
 and membership QSP: John N. Elwood

3663-V W7IV
HYDER, HARRY R. (****/****)
 1638 W. Inverness Drive, Tempe, AZ
 85282 T: 602/967-2367
 FS: 1942 - S/S NORFOLK/KJTF
 1942-43 S/S Chas. Gordon Curtis/KHTE,
 1943-44 S.S. Wm. Eaton/KKCB, 1944/
 S/S Watertown/KING, and M/V Jamestown/
 KERX
 JOIN NET: Yes M) ARRL, QCWA and AWA
 H) Amateur Radio, Music P) NF QSP NF

3664-V W300J
McCLELLAND, RICHARD V. (MAC/Catherine)
 2442 Radcliffe Ave., Roslyn, Pa 19001
 T: 215/887-0878
 FS: 1941 - USS SAVANNAH/?
 OTHERS: USS Philadelphia (1941)?
 1943 USS Brooklyn/? 1944 USS Boise/?
 1945 USS Lyon/? and 1946 USS Alcona/?
 Join Net: Yes M) ARRL, QCWA, AARP,
 FOP, VFW H) Ham Radio, Photography
 P) No QSP: Ed G. Raser, 35-SGP

3665-M A12X
ROBERT, BRUCE P. (****/Marcia)
 9 Alford Road, Morristown, NJ 07960
 T: 201/538-5136
 FS: 1979 - S/V EUPHORIA/KPHF
 AMATEUR: A12X/1977 FC: WA2SZV/1977
 Join Net: (?) M) ARRL, MTC H)
 Music and Sailing P) Offers assist
 in Book Reviews QSP: John N. Elwood

3666-M *****
ELWOOD, KARL WILLIAM (****/****)
 2515 East Ave., I (SP. E-15), Lancaster
 CA 93535
 FS: 1981 - H.H.C. 405TH-A.S.A. Co.
 U.S. Army (Bell, CA)?/?
 AMATEUR: None
 Join Net: NF M) Sons of the Am.
 Legion, H) Black-powder Muzzle
 Loading Rifles, Scuba Diving P) NF
 QSP: John N. Elwood, 396-V



3667-SGP *****
FORSMAN, ERIC H. (****/Elizabeth)
 Box 693, Friday Harbor, WA 98250
 T: None
 1922 - S/S ADMIRAL WATSON/WAW
 1923/30 Following: S/S Suholco,
 Suphenco, Wheaton/WMUA, S/S Radiant
 S/S E. R. Kemp, Wm. B. Thompson, E.V.R.
 Thayer, S/S Pt. Lobos, S/S West Ivis, S
 S Willpolo and S/S Pres. Jefferson/KDOT
 Served as Dir., Communications, Cont'l.
 Airlines - 27 years
 AMATEUR: NONE FC: 7AE/1920
 Join Net: NF M) Ex-AIEE and Ex-IRE
 H) NF P)NF QSP: John F. Wasmer
 3293-V

3668-SGP W6DOB
JONES, LLOYD M. (****/Florence)
 17779-7 Tierra Canyon Road, Salinas, CA
 93907
 FS: 1925 - USS IDAHO, NHN
 Other: USN, Drydock, Bremerton, WA/NPC
 AMATEUR: W6DOB/? FC: 6AWW/1921
 Join Net: No M) OOTC, Best Pioneers
 Incorporated, Santa Barbara RC (as
 President) H) Ham Radio, Rock Hound,
 Motorhome Travel, Photograph P) No
 QSP: John N. Elwood, 396-V

3669-M IC8CQF
CERROTTA, PASQUALE (Lino/Grace)
 Via S. Francesco 26/A, Capri (Island)
 NA Italy 80073 T: (081) 8379283
 FS: 1968 - M/C C. DUILIO/IADU
 1969 - Navy's Brindisi RDU/I.C.E.
 AMATEUR: IC8CQF/1971 FC: SAME
 Join Net: Yes M) Italian Radio Club
 A.R.I., Italian Navy Old Rhythmers Club
 P) NF QSP: Nicola Mastroviti 3521-P

3670-V LA3LE
NORDSTRAND, EYVIND (ED/Mona)
 JACOB B. BULL'S VEI 8, 7000 TRONDHEIM,
 NORWAY T: 075-59070
 FS: 1949 - M/T HAMLET/LNYY
 1952/53 Royal NORW. Air Force, 1956/57
 M/S Vigrafjord 1957-58 T/S Queensville
 AMATEUR: LA3LE/1953 FC: SAME
 Join Net: NF M) NRRL, NITO (Norw.
 Engineers Org.) H) Amateur Activity,
 Stamp collecting, Skiing, Hunting and
 work as Electro Engineer at the Techn.
 University of Trondheim P) NF QSP:
 Laird M. Wise 2447-P

3671-SGP W5TI
BONNELL, WILLIAM F. (BILL/Jean)
 3820 Hamilton St., Ft. Worth, TX 76107
 T: 817/737-7891
 FS: 1925 - WILLIAM G. MATHER/KKUI
 Others: 1925 Paisley/? 1931 USAAC (Var-
 ious)/KFNA 1942 Retread USAAC Flew
 "HUMP" to 1945 (India-China)
 AMATEUR: W5TI/1970 FC 8BWK/1921
 Join Net: Yes M) OTC, ROA, QCWA, Am.
 Airlines Pioneer H) Jogging, Sailing
 and Banjo-Organ P) No QSP: Red
 Barger 2941-P

3672-P VE3SB
MARSH, FREDERICK WILLIAM (BILL/Geraldine)
 52 Starwood Road, Nepean, Ontario,
 Canada K2G 123 T: 613/224-6388
 FS: 1938 - R.C.A.F., Trenton, Ontario/
 Various
 Others: 1939-42 RCAF Halifax 1942-45
 RCAF various postings
 AMATEUR: VE3SB/1933 FC: Same
 Join Net: Yes M) Ontario Underwater
 Council (OUC), Morse Telegraph Club Inc
 (MTC), QCWA (Life Member) ARRL (Life
 Mbr.) and YMCA H) Scuba Diving,
 Sailing, Ham Radio and Phys. Ed. P) NF
 QSP: John N. Elwood 396-V

3673-V W200
STUHLER, ROBERT E. (BOB/June)
 22 Brightwater Place, Massapequa, L.I.
 NY 11758 T: 516/799-4457
 FS: 1947 - S/S PAULSBORO/?
 Others: S/S Ihorstien, SS Veblin
 1943 was in Greater N.Y. Broadcasting
 WHAY, WOV, WNEW
 AMATEUR: W20Q/1968 FC: W2NMH/1940
 Join Net: NF M) QCWA, ARRL, WVOA
 Nat. Soc. of Prof. Engrs., Am. Geo-
 physical Union -WJ. Flying, Sailing,
 Hunting and Amateur Radio P) Offers
 assist in Historical and Travel Program
 QSP: Milton Schwartz, 1434-P

3674-V WA2PLM
SCULL, SR., CHARLES L. (CHARLIE/M11)
 4343 S. Forecastle Drive, Tuckerton,
 NJ 08087 T: 609/296-4444
 FS: 1949 - USNAS (KEY WEST) FLA/NQX
 1951/52 USS L.S.M.R. 411/?
 AMATEUR: WA2PLM/1977 FC: Same
 Join Net: Yes M) ARRL, Old Barney
 Amateur Radio Club H) Talking to the
 World via Amateur Radio P) NF QSP:
 Peter Williams 3104-M

WE NEED VOLUNTEERS!...Now is the time and your opportunity to do your bit for the Society and your shipmates. You do not have to be an "old timer" to participate. Many of our younger members have the energy to furnish enthusiastic leadership. Let's hear from you!





3675-V **WBZNH**
 ECKELS, WILLIAM H. (BILL/Mary)
 1297 West B. Avenue, Plainwell, MI
 49080 616/344-1297
 FS: 1944 - USNAS NAGS (OPA LOCKA)
 TORPEDO SQ. 99
 Others: 1945 Saipan (Asiatic Pac
 Theatre) PB 2Y-4 Assignment; NAS Los
 Alamitos, USS Saratoga and NAS Seattle
 AMATEUR: WBZNH/1946 FC: W9ZAN/1941
 Join Net: Yes M) ARRL 10-10 INT'L
 H) Amateur Radio, Photography (Slides),
 Reading, History and B10 P) NF
 QSP: Worldradio

3676-M **VE7FJR**
 BENNER, ROLAND C. (ROL/Pearl)
 20401 116th Ave., Maple Ridge, B.C.
 Canada V2X 1Y4 T: 604/465-5361
 FS: 1951 - HAY RIVER, NWT CANADA/VEE
 Others: 1952/53 Yellowknife NWT/VEE,
 1953-54 Ennadal Lake NWT/VEE 1954/55
 Alert NWT 1955/56 Ocean Stn "PAPA"
 (St. Catharines)/? 1955/56 Penticton
 Airport, B.C./?
 AMATEUR: VE7FJR/1980 FC: VE7HO/1950
 Join Net: Yes M) ARRL H) Ham
 Radio, Computers (TRS 80) P) NF
 QSP: E. Warren 3338-P & J.N. Elwood

3677-V **W6OXR**
 SPIGHT, EDWIN L. (ED/Jeanne)
 1129 S. Rimsdale Dr., W. Covina, CA
 91791 T: 213/919-2223
 FS: 1941 - M/V PACIFIC QUEEN/WNPP
 Others: SS Point San Pablo, SS Virgin
 PanAm. Airways, 1943-45 Consairway/VAR.
 AMATEUR: W6OXR/1937 FC: Same
 Join Net: Perhaps M) NF H) Fish-
 ing and writing P) NF QSP: Landon
 C. Fickel 2721-P

3678-P **VK3DGC**
 STRUYS, THEODOOR J. (TED/Margaret)
 10 Dolphin St., Mount Eliza, Australia
 3930 T: 03-787-836
 FS: 1938 - S.S. VEENDAM/?
 OTHER: 1941-43 M.S. BOISSEVAIN - Dutch
 troop ship during WWII

SOS: While Holland was still neutral
 (1939) a British reconnaissance air-
 craft crashlanded in the Atlantic ocea
 near our ship. The Captain ordered me
 to send an SOS on their behalf and for
 several hours we conducted emergency
 traffic with Lands End Radio until the
 airmen were taken aboard. Hours later
 a British cruiser came to pickup the
 aircrew. In 1941, the SS Britsum/ PEBI
 was attacked by Stuka bombers. So's
 sent and minutes later we abandoned
 ship leaving the dead in the sinking
 ship. 'Jerry' came back to fire on
 the lifeboats.

AMATEUR: VK3DGC/1981 FC: PA0AJ/1937
 JOIN NET: NF M) ARRL, Inst. of
 Physics (London) H) DX, Homebldg.
 Travelling, Science, Learning Music
 P) NF QSP: CORNELIS GLERUM 710-SGP

3679-V **K6EVM**
 TOY, CHARLES E. (CHUCK/Catherine)
 1797 Wind River Rd., El Cajon, CA 92021
 T: 714/447-4423
 FS: 1943 - AACS - MARCHFIELD, CA/WYM
 Others: 1944 Nanumea, So. Pac., 1944/
 45 Kwajalein/NPNS and 1945/46 Kimp
 AAF, Korea/WUQR
 AMATEUR: K6EVM/1953 FC: Same
 Join Net: Yes M) ARRL, SANDRA US
 POWER SQDN. H) Camping and Boating
 P) NF QSP: John N. Elwood, 396-V

3680-V **K4VPU**
 MASON, CARLTON E. (CARL/Myrlene)
 107 Sandy Valley Drive, Warner Robins
 GA 31093 T: 912/923-3879
 FS: 1941 - AACS - McCLELLAN FLD/WZS
 Others: 1941/42 11th AACS Cold Bay
 AK/WVSH; 1942/ 11th AACS ELMENDORF, AK
 W2X; 1942/43 11th AACS, Kodiak, AK/WYS
 1943/44 1st AACS Elmendorf, AK/WZX
 1944 AACS Patterson/? and AACS (DF)
 Kelly, TX/?
 AMATEUR: K4VPU/1957 FC: Same
 Join Net: Yes M) NF H) Garden-
 ing P) No QSP John N. Elwood, 396-

3681-V *****
 COSTELLO, JAMES A. (JIM/*****)
 3777 Irvington Ave., Miami, FL 33133
 T: 303/444-1543
 FS: 1944 - S.S. HERMAN WINTER/KJMS &
 WMPF
 OTHERS: 1944 S.S. Jos. Gale/?, 1945/ S.
 S. Frank P Walsh/?, M/V Cape Beale/?
 and 1946 S.S. Wm. Caldrey
 SOS: On 7 March 1944 S.S. Herman Winter
 ran aground off Massachusetts coast.
 Sent SOS. (No add'l details at this
 time).-

AMATEUR: None
 Join Net: -- M) Florida Bar and
 Federal Bar Ass'n. H) Law, Golf
 P) NO QSP: Ralph A. Woodford 1942-P

3682-P **VK2BWC**
 COX, ANTHONY W. H. (TONY/Babs)
 15, Edmund St., Lindfield, N.S.W. 2070
 T: 46 - 6478

FS: 1938 - RMS RANPURA/GKQX
 OTHERS: 1939 M.V. Rajula, S.S. Tynebank
 S.S. British Councillor (B.P. Tanker),
 S.S. Baron Haig, S.S. Carsbreck, Empire
 Dryx, Daytonian, Fort Nipigon. 1949-57
 Flight R/O with British European Airways
 AMATEUR: VK2BWC/1967 FC: G3FIQ/1948
 Join Net: yes M) AWA, SARO. Flying Ham:
 Club H) NF P) NF QSP: Frank J. Care:
 913-SGP

SOS: SOS transmitted - SSSS for
 Brit. Councillor - hit two mines off
 east coast U.K. on Feb. 2, 1940, S.S.
 Carsbreck - torpedoed mid-N. Atlantic on
 Oct. 22, 1940; M.V. Daytonia - torpedoed
 300nm west of Florida Friday, 13 Mar 43

3683-V **K6RXX**
 MILLER, THOMAS W. (TON/*****)
 22516 S. Normandie, SP 33B, Torrance, CA
 90502 T: 213/320-2072

FS: 1942 - AACS - ONDAL, INDIA/WXMT
 1942-45 AACS USAAF India - China Point
 to point CW OPR CBI/WXMT, WXWE, WXWX,
 WXWH and WNWVA
 AMATEUR: K6RXX/1945 FC: W5IFD/1937
 JOIN NET: Yes M) None H) Cartooning
 P) Offers assist in Mbrship; Sp. Assign
 Cartooning. QSP: John N. Elwood 396-V

3684-P **WB7DEU**
 RICHMOND, OBADIAH (RICH/Arline)
 P. O. Box 564, Hoosport, WA 98548 T: 877-
 9234-AREA CODE 206

FS: 1931 - USS LEXINGTON/NIKM
 OTHERS: 1951-56 USS Wright/? and USS
 Rendova/?
 AMATEUR: WB7DEU/1976 FC: Same
 Join Net: NF M) ARRL, MTC (Morse Tel.
 Club) H) Fishing, Bowling P) NO QSP:
 A.J. Maidol, C. R. Darriott, jr. 3155-P
 & John N. Elwood 396-V

3685-V **G3ZQS**
 LONGDEN, ERIC (GEO/Ivy)
 119 Cemetery Rd., Darwin Lanes, BB3
 2L2, England T: 0254 73948

FS: 1945 - R.N. WIRELESS STN - CEYLON
 NAVAL RADIO/G2M/G2P
 OTHERS: Served at RNA Stns Singapore/
 G2), Portsmouth/MTN and Campbelltown
 & HMS Belfast/GGCN, HMS Battleaxe and
 HMS Clearwater
 AMATEUR: G3ZQS/? FC: Same
 Join Net: No. M) RSGB, RNARS, TOPS,
 FOC H) NF P) No QSP: Ester E.
 Frost: 3375-V

3686-M **KB2FD**
 CUNEO, JOHN J. (JON/Patricia)
 124 Truman Drive, Brick, NJ 08723
 T: 201/899-4105

FS: 1967 - USNAVCOMMSTA GREECE/NGR
 OTHERS: 1968 USNAVADSTA(I) Greece
 NGR1 1969 COMFLETRAGRU-GTMO/V2XT2 1970
 COMFLETRAGRU-GTMO/OIHC
 AMATEUR: KB2FD/1978 FC: WN1JMH/1968
 JOIN NET: Yes M) ARRL H) Bowling
 P) No QSP: K. R. Howell, 1662-V

3687-M *****
 BRADSHAW, JAMES E. (JIM/Brenda)
 US Coast Guard Radio Stn-NMR P. O. Box
 S 2029, San Juan, PR 00903 T: Home:
 809/723-9767 Work 809/725-5761 EX 270/;
 FS: 1960 USCGC ESCANABA/NLUR
 OTHERS: L964-USCGC Hornbeam/NODM,
 1965 USCGRADSTA Boston/NMF 1967 USCG
 Loran Sta., Nantucket/NMF-21 1971 US
 CGRADSCOOL, NY 1973 3rd Dist. CommCEN
 NY/NWY-1, 1976 USCGRADSTA San Juan/NMR
 1977 8th CG Dist CommCEN NOLA/NWG-1
 1980 USCG CommSTN, AK/NOJ present USCG
 RADSTN, San Juan, PR/NMR

AMATEUR: None
 JOIN NET: No M) Chief Petty Officers
 ASC, USCG, Chief Warrant Officers ASC,
 USCG, Nat'l Rifle ASC. H) Coins,
 Scrimshaw, Do it yourself projects of
 many kinds. P) NAP QSP: Tommy H.
 Morgan 2643-M

3688-V **WB3GPG**
 GORDON, ANDREW E. (ANDY/Eleanor)
 1628 Charmuth Rd., Lutherville, MD
 T: 301-321-7066 21093

FS: 1942 - USN BERMUDA/?
 OTHERS: 1944-45 St. Mary's College as
 Morse CoFP. Instructor
 AMATEUR: WB3 GPG/1977 FC: WB8ODI/1977
 Join Net: Yes M) US Amateur Radio Opr.
 General Class H) Golf, Writing "Letters
 to the Editor, Pro football Fan P Offers
 assist in Editing, WPCW Nets QSP:
 M. E. Snyder TA-98

3689-V **KT6A**
 DILLEY, WARREN G. (****/Diana)
 761 Mission Avenue, Chula Vista, CA
 92010 (T: 714/422-6285)

FS: 1941 - USN RADIOMAN/?
 OTHERS: 1941/1965 USNAVADSTN, SQDRON
 VS46, USN Flight School, SQDN VA-154,
 USS Phillipine Sea, USNAVDEVCEN
 Johnsville, PA, FLTSEVRON NINE, VAR.
 USN - RETIRED 1965
 AMATEUR: KT6A/1980 FC: WB6PVH/1971
 Join Net: Yes M) ARRL H) Amateur Rad
 P) NF QSP: NF

3690-P **WIASD**
 MOSES, DR. SAMUEL (SAM/Irene)
 282 Auburn Road, West Hartford, CT
 06119 T: 203/233-1315

FS: 1939 - U.S.A. SIGNAL CORPS, BOSTON
 MA (Senior Instructor)
 OTHERS: NONE
 AMATEUR: W2ASD/1927 FC: Same
 Join Net: Yes M) ARRL, QCWA, RCA,
 Hartford Radio Club, Yankee Chapter
 QCWA, College English Association H)
 Music, Radio code & theory teaching,
 English Literature & Drama, Antenna
 design and experimentation P) Offers
 assist "any post where I am needed"
 QSP: John N. Elwood 396-V

3691-P **N7BKG**
 STRAHON, MICHAEL G.
 Delayed

3692-V **WA6OPU**
 SANMULI, HAROLD (HAL/Lilia)
 4575 Mt. Bigelow Drive, San Diego, CA
 92111 T: 714-277-0438

FS: 1949 - RICOLOMBIA II/HJNR
 OTHERS: 1949/50 Ricolombia I/HJNQ and
 Baudo Shore Sta./HJMQ; 1962/66 GVT Shor
 Str/WND, R/V Horizon/KSLF, R/V Baird/
 KIBR 1968/69 R/V Alex. Agassiz/KEYI,
 H. M. Smith/WTDI. retired from Un. or
 Calif. and presently consultant and
 designer of Seismic Equipment for NEKTO
 Inc. San Diego, CA.
 AMATEUR: WA6OPU/1959 FC: HKSCO/1928
 Join Net: Yes M) ARRL, No. Shores Rad.
 Club, San Diego. H) Writer of occult
 philosophy, electronic design and con-
 struction P) No QSP: Ed MARRINER 313-

3693-V **W7OPF**
 CARTER, ALAN F. (AL/Corinne)
 230 John St., P.O. Box 26, Friday Har-
 bor, WA 98250 T: 206/378-2035

FS: 1941 - NAS, SAND POINT (SEATTLE)/?
 Other: FIT Air Wing 4, Kodiak, AK; NAS
 Whidbey Island then discharged 1945 fro
 service.
 AMATEUR: W7OPF/1953 FC: Same
 Join Net: Yes M) ARRL H) Cruising,
 Ranching and Photography P), No
 QSP: Otto J. Marshall 2201-SGP

3694-SGP **K4LTS**
 GALLOWAY, MAJ. ROBT. E. (USA (RET))
 (AK/Ruth) 61 Bath-Edie Rd. Blythe, GA
 30805 T: 404-592-2753

FS: 1925 - USA SELFRIDGE FIELD/WYE
 OTHERS: Chanute Fld/WYJ (1926), 1926/
 27/28 Intercity Radio Tel. Co./WCFL/WTK
 /WTL/WHH; S.B. Coolidge and City of
 Detroit (ships). 1929 employed by the

CAA/WNO/WDI/WWIE
 AMATEUR: K4LTS/1962 FC: BCGN/1923
 Join Net: yes M) IEEE(Sr. Mbr.), Inst.
 of Aeronautical Sciences, Mil. Order of
 the World Wars H) Amateur Radio, Photo.
 Reekening P) Editing, Nets and Special
 Assignments QSP: NF

3695-V **WB0VXQ**
 RESEAR, CLINTON J. (CLINT/Billie)
 Rt. #1, Box 39, Burlington, KS 66839
 T: 316/364-2969

FS: 1942 - US ARMY SIGNAL CORPS(EUROPE)
 1942-46 Signal Corps - mostly European
 Theatre
 AMATEUR: WB0VXQ/1976 FC: Same
 Join Net: Not Now M) ARRL, Soc. of
 Am. Taxidermist H) Taxidermy, Radio
 P) Offers assist in Book Reviews, Mbr-
 ship QSP: Millard F. Timm 3579-P

3696-V *****
 MCKEE, (MRS) EVELYN M. (SMITTY)
 1017 E. Halcyon Rd., Tucson, AZ 85719
 T: 602/293-6327

FS: 1943 - AAB EPHRATA (WA)/VAR.
 OTHERS: 1943 USA Hqs. 2nd AF, Colo.
 Springs, CO. 1944 R/O on C47 as a mbr.
 of 204th Army AF Base Unit -1 of 8*as-
 signed to this type of duty - married
 and left the service 1945 (*women)
 AMATEUR: None
 Join Net: No M) None H) Travel, Volun-
 teer work, sewing, stamp collecting,
 reading, Golf, Walking P) No QSP: Joe
 Falbo, 660-V

3697-V *****
 RICHARDSON, HERBERT J. (HJ/*****)
 3478 Wonder View Drive, Los Angeles, CA
 90068 T: 213/876-8427

FS: 1940 - C.C.C. RADIO STN, GLENDORA
 CA/WUBE
 OTHERS: 1943/44 S/S Toteco/WFDN, 1944
 S/S Andrew Turnbull/KVQO 1945 S/S Mis-
 sion San Jose/KUSV
 AMATEUR: None
 Join Net: NAP M) X-ARRL H) Music
 (Violin), Research and invention P) No
 QSP: Howard Singer 1562-V

3698-V **W7GWA**
 RYAN, ROBERT (BOB/Rozann)
 8932 - 23rd Ave., N.W., Seattle, WA
 98117 T: 206/789-1451

FS: 1943 - S/S DELLWOOD/KUBZ
 OTHERS: 1941 M.V. Scoter, 1944 S/S
 Clements/KYBR, 1945 James Griffiths/?
 1944/45 McArthur/KGIU, Fort Christina/
 ANKY
 AMATEUR: W7GWA/1938 FC: Same
 Join Net: NF M) QCWA, AFTRA H) Ham
 Radio, Sailing P) No QSP: Harry M.
 Lindgren 261-SGP

3699-P **W5MCJ**
 BROUDY, JEROME G. (JERRY/Myrtle)
 1920 Westbrooke Terrace, Norman, OK
 73069 T: 405/329-0262

FS: 1936 - N.P.S. RADIO STN, WUFX
 (ISLE ROYALE)
 OTHERS: 1936/38 CCC RADSTA GERMFAK MI,
 /WUFX NPS-1 (Nat'l Parks)/WSHC/
 WUER 1938 US Army 6th Signal Corps/WUL/
 WVF/WVT 1940 CAA, US AWY Comm. Stn/
 WWT/WDZS/ WWIU/WWIL/KCBU/KCAF/WWAU/
 KCAM 1944 overseas Comm. STN. SF/KSF
 1949 Airways Maint. Tech. CAA/FAA-/N9/
 N12/N21/N14/N22N52/N55/N56/N97/N96/N98
 1973 retired
 AMATEUR: W5MCJ/1962 FC: W8PBQ/W9DAD/
 W7DAD/1935

Join Net: Yes M) MTC, Morse Telegraph
 Club, Inc., ARRL, QCWA, SOAP H) Collect
 telegraph keys and related telegraph
 and wireless equipment. P) NF QSP:
 JOHN N. ELWOOD 396-V

3700-P **G4KQG**
 KIRK, GEORGE (CHICK/*****)
 110 Meadow Rd., Beeston, Nottingham,
 England T: NF

FS: 1938 - RAF W/T STN(NOTTINGHAM,
 ENGLAND)
 1934-37 Indian W/T Stn/VVJ, 1939-45
 Royal Signals, 1941 (Wartime) Dutch PO
 Java/OPX
 AMATEUR: G4KQG/1980 FC: Same
 Join Net: NF M) R.S.G.B. H) Fishing,
 Radio Building, Homebrewing, Gardening
 P) NF QSP: Stanley L. Stevens 2268-V



"WHY DON'T WE JUST SHOVE IT OUT THE WINDOW AND COLLECT THE INSURANCE?"

New Members - continued

3701-V **W6WES**
FORNASON, FRANK (++++/Vivian)
 9367 Aldabra Court, San Diego, CA 92129
 T: 714/484-1337

FS: 1948 - LADW&P/KQS/KMCG5
 Other: 1942-45 US Navy - Stood radio watches on LST returning from Guivan Sammai, P.I.

AMATEUR: W6WES/1946 FC: Same
 Join Net: NF M) I.E.E.E., H) Amateur Radio, Photograph, Amateur Telescope Making, Sailing P) NF QSP: Stan Wernick 3388-M

3702-M **KQ5Z**
NEWCOMB, OLEN E. (NUCKIE/Shirley)
 1212 Madison, Metairie, LA 70001
 T: 504-835-5967

FS: 1951 - USA HO CO. 2ND BT. 14TH A.C
 OTHERS: NONE

AMATEUR: KQ5Z/1981 FC: KASEOT/1979
 Join Net: Yes M) ARRL, MTA Radio with New Orleans Civil Defense M) Amateur Radio, Fishing, Hunting, Boat- ing P) No QSP: H. G. HAL Voekle 3203-M

3703-M **ZLIBVV**
BOYLAN, RICHARD P. (DICK/++++)
 F2 18 1st Glen Road, Birkenhead, Auckland 10 New Zealand T: (09) 480 100

FS: 1963 - M/T ROSS RODNEY/MXGV
 OTHERS: On 33 assignments on ships from 1963 to 1981

AMATEUR: ZLIBVV/1980 FC: Same
 Join Net: No M) NZMSG H) NF P) No QSP: Michael Hutchins, 3268-M

3704-V **ZL2US**
GAWN, JOHN EDWARD (TED/Olive)
 44 Lonsdale Crescent, Wellington 3, NZ
 T: 872 - 098

FS: 1941 - S/S WAIPAHI/ZMBD
 OTHERS: assignments on approx 35 ships of the Union S.S. Co., NZ & NZ Govt. Railways Dept. 1947-52 transmitter tech. for the NZ Broadcasting Service. 1956/58 mbr. of British Commonwealth Trans-Antarctic Expedition under Sir Edmund Hillary. 1958/1970 with the NZ PO as radio inspector.

AMATEUR: ZL2US/1936 FC: Same
 Join Net: yes M) NZ Ass'n. of Radio Transmitters H) Amateur Radio, Maritime History P) NF QSP: M. Hutchins 3268-M and Dave Butler 2980-M

3705-V **VE7DKF**
HAYWARD, DONALD (DON/Grace)
 603 Munro St., Nelson, B.C. Canada
 V1L 3G3 T: 604/352-9608

FS: 1944 - No. 1 SPECIAL WRLS. STN. OTTAWA, ONT./CLASSIFIED

Others: 1945/49 #3 S.W.S. Victoria, BC/? 1963/65 HMCS Gloucester, Ottawa, 1963-64 Alert WRLS STN., 1949-63 Vancouver WRLS Stn. Laner/BC 1965/68 Van. WRLS. Stn. Ladner, BC
AMATEUR: VE7DKF/1972 FC: VE7ADR/1980
 Join Net: NF M) ARRL, LUAC H) Stamp Collecting P) Offers assist in Records QSP: Olive J. Roeckner 2891 -V

3706-V **++++**
LAINÉ, EDWIN F. (ED/Ruth)
 160 Easy St., Alamo, CA 94507 T: 415/ 937-8667

FS: 1944 - USAF AC R/O 313TH TROOP CARRIER GROUP, 4TH SQDN. BASE STN K2C/7SUFF

OTHERS: 1943, US Signal Corps, Signal Air Warning Battalion; 1948-51 Consolidated Aircraft Corp., San Diego; 1951-54 Elect. Engineer, Calif. Research & Development Co., 1954/present Proj. Engr., Electronics in Applied Technology. Holder of several patent published numerous tech. papers and conference presentations. Lawrence Livermore Nat'l Laboratory

AMATEUR: None
 M) IEEE, SEG H) Sport Cars, Boats, Fishing, Travel P) Yes Offers assist in Organizing QSPL Paul N. Dane, 2195-V

3707-V **++++**
JAMES, EDWARD M. (ED/Agnes)
 17352 Coronado Lane, Huntington Beach, CA 92647 T: 714/848-3068

FS: 1945 - S/S BILLY MITCHELL/KXFD
 OTHERS: Sailing under ACA (later ARA) assignments on 7 vessels 1945/47; 1949 joined Atlantic Refining Co. as R/O & sailed on 8 vessels; 1952 Elec/Tech(M) w/Atlantic ashore 20 years; 1972 w/ Atlantic (Now ARCO) sailed on 5 ships; 1977 Marine Radio Supervisor with ARCO on ARCO Fairbanks then appointed mgr. of Marine Radio & Elect. in 1979 and at present.

AMATEUR: None
 Join Net: -- M) RTCM H) Hunting (Bow), Jogging, Racquetball P) NF QSP: Peter Scott 3365-V

3708-V **W6NKR**
HENSON, MARION J. (MH/Evelyn)
 8610 Graybill Lane, Elk Grove, CA 95624
 T: 916/682-2795

FS: 1940 - CCC - PINE VALLEY/WULA
 OTHERS: 1940 LA Dist HQ CCC/WUBM, 1941 Alaska Comm Sys./WXE, Als. Comm Sys./WVD 1946 Press Wireless(Hollywood) 1952/56 Fed-State Mkt News/KMD76

AMATEUR: W6NKR/1936 FC: Same
 Join Net: Guess So M) Life ARRL, Life QCWA, IEEE, RC of A, APCO(retired) NCCC, NCDXC H) Amateur Radio, Model Railroad- ing, Photography, Bowling, Golf, Fishing P) NAP QSP: Ken Johnson 2308-P

3709-M **WA1DRS/N1EA**
RING, JR., DAVID J. (DAVE/++++)
 14 Barry Street, Quincy, Massachusetts 02169 T: 617/479-7128 (Currently serving on board T/T Williamsburgh, C/o Anndep Steamship Corp., 2001 Marcus Ave., Lake Success, NY 11042

FS: 1980 - T/T WILLIAMSBURGH/WGOA

AMATEUR: WA1DRS/N1EA-1979 FC: WA1DRS/ 1965
 Join Net: Sure M) Life Mbr. ARRL H) NF P) NF QSP: John N. Elwood 396-V

3710-M **W1SCD**
PYNE, WILLIAM E. (BILL/Mary)
 P. O. Box 23, North Chatham, MA 02650 T: 617/945-9209

FS: 1952 - USCGC BIBB/NRDB
 OTHERS: 1953 USCGC Chambers/NTXV 1953-65 various - Elect. Tech. & Mobile Radio Tech. 1965/present Chatham Radio/WCC

AMATEUR: W1SCD/1950 FC: Same
 Join Net: NF M)ARRL, OTC H) Ham Radio, Building, Photography P)NF QSP: Walter Doucette N1ATV (Non-member of SOWP)

3711-V **W2PD**
SLONIM, SAUL (++++/Vera)
 320 Rose Street, Massapequa Park, NY 11762 T: 516/541-2542

FS: 1944 - S/S ARLINGTON/?
 OTHERS: None

AMATEUR: W2PD/1976 FC:WB2QKG/1962
 Join Net: Yes M) ARRL, MTC, LID (A H) Golf, Fishing, Photography, Amateur Radio P) Offers assist in Awards, Pro.&PR, Mbrship and Entertainment QSP: John N. Elwood 396-V

3712-M **W0GJ**
RUSSELL, STEPHEN E. (STEVE/Sandee)
 38 Lawrence Place, Freehold, NJ 07728 T: 201/431-3715

FS: 1972 - US GOV'T AGENCY/NA
 OTHER: None

AMATEUR: W0GJ/1972 FC: KSNHC/59
 Join Net: Yes M) FOC, ARRL, AMSAT OTC, A-10P H) Amateur Radio, Hunting, fishing, flying, photo- graphy P) No QSP: Geo. Miller, 2531-P

3713-M **W6SZZ**
SALVO, JR., RAYMOND C. (RAY/
 42241 Forsythia Drive, Fremont, CA 94538 T: 415/657-1329

FS: 1959 - USS ESSEX/NAGO
 Other: 1961 NSG Skaggs Island/ NPG

AMATEUR: W6SZZ/? FC: KN6ZSD/59
 Join Net: NF M) ARRL, IARC, ISWL 10-X International, NCDX H) AM. Radio, Astronomy, Books, History Science P) NF QSP: NF

3714-V **K10Y**
POPP, STEPHEN J. (STEVE/++++)
 7213 Berkridge Drive, Hazelwood, MO 63042 T: 314/521-6901

FS: 1942 - EAL/EAL-MM
 1948-Illinois State PD/WEEQ, 1949/78 Broadcast Eng., 1978-80 Parttime Eng. - retired 1980

AMATEUR: K10Y/1981 FC: W9JFX/1949
 Join Net: Yes M) NF H) Gardening, Home Care, Square & Roud Dancer, Roller Skate Dancer P) NAP - Think About it QSP: J. James, 2905-SGP

3715-P **VE7KZ**
CHISHOLM, STEPHEN T. (STEVE/Pat)
 10327 Bowerbank Rd., Sidney, B. C. Canada V8L 3L2 T: 604/656-1656

FS: 1939 - KINGSTON (ONT.)/CIA
 OTHERS: 1939-45 Military/(Many); 1956/ 58 OSHAWA/VOL

AMATEUR: VE7KZ/1980 FC: VE3ATU/1946
 Join Net: Yes M) VSWE, CARF, ARLM H) Instructing, Photogpahy, Sports P) No - NAP QSP: Not furnished

3716-M **ZL2B11**
WINGER, ROGER ANDREW (++++/Annette)
 R.D. 1, Rail Valley, Marlborough, New Zealand T: Rail Valley 11K

FS: 1965 - M.V. OREGONA/GRMN
 OTHERS: 1966/1972 Union Steam Ship Co. N.Z. (19 Different vessels); At present working for Cook Strait Ferries - ARAMOANA/ZMRD, ARANUI/ZMUR, ARAHANGA/ ZMBN & ARATIKA/ZMFL. Runs a small Rada & Marine Radio repair business

Join Net: Yes M) NZ Merchant Service Guild, N.Z. Ass'n of Radio Transmitters H) Ham Radio, Steam Traction Engines P) Offers assist in Correspondence QSP: Michael Hutchins, 3268-M

3717-P **W4BG**
ASHENDEN, GEORGE K. (++++/Lynna)
 1617 Mt. Eagle Place, Alexandria, VA 22302 T: 703/998-8400

FS: 1928 - S/S INDIA ARROW/KDHP
 1931 MS Dorchester/WFDX, 1934 SS Ardmore/WBCQ, MY Placida/? 1934/41 SS Pan Am./ WQOL 1941/73 F.C.C.

AMATEUR: W4BG/1979 FC: W1HVY/1928
 Join Net: No M) QCWA, RID, ARRL H) Amateur Radio, Photography, Hiking P) No QSP: NF

3718-V **K3HEQ**
HARRISON, JR., JOHN T. (++++/Lucy)
 107 Poplar Walk, Ridley Park, PA 19078
 T: 215/521-1007

FS: 1947 - USA SIGNAL CORPS/CLASS (HIGH SPEED RADIO OP)

AMATEUR: K3HEW/1959 FC: KN3HEQ/1958
 Join Net: Yes M)ARRL OTC H) NF P)No QSP: MF

3719-M **KB7MO**
HOWE, JAMES (JIM/Nancy)
 Box 1385, Medford, OR 97501 T: 503/ 779-1762

FS: 1963 - USASA OPNS. CO./UNK. (TORIT STN., OKINAWA)
 Others: 1964-65 Two Rock Ranch Station /UNK

AMATEUR: KB7MO/? FC: WN6INI/1976
 JOIN NET: NAP M) Life Mbr. ARRL H) Amateur Radio, Golf P) NF QSP: Wm. Morris, 3656-M

OUT OF SEQUENCE

3691-P **N7BGK**
STRAHON, MICHAEL G. (MIKE/Hope)
 SRN-Box B01, Yachats, OR 97498 T: None

FS: 1935 - USN, 9TH NAVAL DIST/NDS
 OTHERS: 1940/43 147th FA Reg. US Army 1943/45 6th Bn. F.A. School, Ft. Sill, OK (COMM CHIEF)/WT2
AMATEUR: N7BGK/1979 FC: W9PFI/1932
 Join Net: Yes M) QCWA, ARRL, WBCCI Yacht Club H) Ham Radio, Photography, Sailing, Rod Making, Fishing P) NF OSP: Ralph Nazleton 11-SGP

New Technical Associates



TA-137 **N1ADW**
D'AUTEUIL, RICHARD continued
AMATEUR: N1ADW/1978 FC: Same

Join Net: No M) ARRL, Model A Ford Restorers Club H) Amateur Radio Antique auto restoration, Collecting hand keys, bugs, sounders, etc. P) NF QSP: Wm. A. Breniman 1-SGP

TA-138 **KA6HXO**
QUONG, TERENCE D. (++++/++++)
 P. O. Box 60152, Sunnyvale, CA 94088
 T: 408/739-7700 Ext 5894

RESUME: Field of Interest/Activity Maintenance Tech. and 'Other' Student. Employed with Signetics Corp. since 1973 as an Electronic Engineer. Am. Opr. since 1979. Employed 1965-69 in FM Broadcasting as Engineer. Studying for 2nd class F.C.C. Radio-Telegraph License - hope to gain employment as a Shipboard Radio Officer

AMATEUR: KA6HXO/1979 FC: Same
 Join Net: NF M) ARRL, IEEE, Morse Teleg. Soc., H) Amateur Radio and rifle marksmanship PP NF QSP: John N. Elwood 396-V

TA-139 **KB2WI**
NEUKOMM, ROBERT E. (BOB/Lois)
 404 O'Brien Court Wyckoff, NJ 07481
 T: 201/891-3064

RESUME: Field of Interest/Activity: Experimentation, Admin., Inspection/ Licensing/Teaching and Historia/Collec WU Tel. Oper 1939-42 1949 AB Indiana Univ. USNavy 1942/51 USS Rutland (194 Section Comm Mgr. NNJ ARRL. O011, OTS ORS USN Elect. Warfare Co.
AMATEUR: KB2WI/1981 FC W9AMT/1936
 Join Net: yes M) ARRL, RSGB, QRPp INT H) Photography, back packing QSP: "QST Listing

TA-140 **++++**
GREENE, GEORGE D. (++++/Betty)
 7612 Westmoreland, Clayton, MO 63105
 T: 312/727-2380

RESUME: Field of Interest/Activity: Maintenance Tech. 1923-1925 Chief Tester, Colin B. Kennedy Plant, St. Louis, MO.
AMATEUR: None
 Join Net: No M) AWA, ARCA H) Antique Auto Restoration, Collector Antique Radios QSP: Ed G. Raser, 35 SGP

TA-142 **N6VS**
DILLMAN, RICHARD (Dick/++++)
 435 Utah Street, No. 4, San Francisco, CA 94110 T: 415/864-6320

RESUME: Field of Interest/Activity: Engineering and Historian/Collector. Dick was Chief Op. for coast station (limited, Class I) for Greenpeace Foundation. Designed and built station while there. Office mgr. of Education at TV office at Hastings College, SF.

AMATEUR: N6VS/? FC: WV2BJK/1958
 Join Net: NF M) NF H) Radio, motor- cycles, airplanes P) NF QSP: NF



TA-134 **W7LTS**
HORNING, ALLAN E. (LONG TIME SOURDOUGH/ Louise)
 616 Mansfield Street, Springfield, OR 97477 T: 503/746-3144

RESUME: Field of Interest/Activity - Engring. & Admin. Allan's interest in Radio-Tel. Comm. mode dates to 1919. 1929 Identified w/aviation since 1929 attending Hancock College of Aeronautics at Santa Maria. 1932-40 Com'l. 'bush pilot' in Alaska where he developed 1st Aero. Comm System for McGee Airways w/aid of Bill Lear. 1940-69 with CAA/ FAA. Later Deputy Director Aero. Ctr. OKC and last as Chief of Airway Facility Div., LAX. Directly associated w/aero- nautical radio, both CW & Voice for nearly 40 years

AMATEUR: W7LTS/1977 FC: K7CPX/1932
 Join Net: NF M) ARRL, QCWA, QB's, SOAP, OX-5, Grape Stompers P) NF H) Hamming, fishing, golf QSP: Ralph Hazleton 11-SGP

TA-135 **N4CXP**
GREENE, MACK C. (++++/Billie)
 1106 Southwest Avenue, Johnson City, TN 37601 T: 615/928-5433

RESUME: Field of Interest/Activity - Experimentation, Historian/Collector and Radioman Navy WWII Retired US Gov't. (32 years plus) USN, May 1943 - Feb. 46 Served as Radioman aboard USS Foreman 10/1943 thru 2/1946 as cryptanalyst. Ship deployed in Pacific Area for entire period & participated in 6 major engage- ments. Employed with Nat'l Park Svc for 25 years & had duty assignments in sever Nat'l. Parks, Historic Sites, Seashores & Recreation Areas.

AMATEUR: N4CXP/1980 FC: K4ARZ/1954
 Join Net: Yes M) ARRL, QCWA H) Gardening, photography, Classic Cars Masonry, Antique Collector P) No QSP: "QST" Listing

TA-136 **W5NUT**
WOOD, GILLIA (GIL/Betty June)
 RFD #1, Box 152, Shawnee, OK 74801
 T: 405/273-1394

RESUME: Field of Interest/Activity: Engring. & Maintenance Tech. 1951/52 USAFR 1984 AACs Sqdn/WAZ. TV Engr. 20 yrs, Chief Eng. 9 yrs. KETA/TV Two way Radio Business 10 yrs. full time

AMATEUR: W5NUT/1947 FC: Same
 Join Net: NF M) ARRL, QCWA, APEO, AFA, ADPA, NRA H) DXing and Photograp P) NF QSP: John N. Elwood, 396-V

TA-137 **N1ADW**
D'AUTEUIL, RICHARD (++++/Carol)
 179 Stocum Rd., No. Dartmouth, MA 02747
 T: 617/997-2626

RESUME: Field of Interest/Activity: Inventions, Experimentation, Maint. Tech and Teaching - Theory/Code. Self-em- ployed radio technician.

WIRELESS REGISTER

CHANGES

SOWP CALL BOOK

THE FOLLOWING RECORD OF CHANGES IN MEMBERS ADDRESSES AND CALL LETTERS: REGISTER AND CALL BOOK ERRATA INCLUDING OMISSIONS: MAIL RETURNED FROM THOSE WE LIST AS "LOST" ETC. USE THIS LIST TO CORRECT YOUR SOWP AMATEUR RADIO CALL BOOK AND YOUR "REGISTER" OF SOCIETY MEMBERS. THESE WILL BE PUBLISHED PERIODICALLY IN THE INTERCOM SECTION OF THE JOURNAL. BE SURE TO FURNISH LEAD-TIME OF ABOUT 30 DAYS WHEN POSSIBLE SO THAT PUBLICATIONS ETC., WILL NOT BE MAILED AFTER YOU HAVE MOVED TO PREVENT LOST PUBLICATIONS OR EXPENSES INVOLVED IN FURNISHING NEW COPIES.

ADDRESS CHANGES

3345-M KASGGG
HOOISTRA, HESSEL (III)
 COA to 1242 Swithmore, Glendale, CA 91206 per PO (OLD QTH: Rt 5, Box 326C Slidell, LA 70458)

631-V *****
ROBINSON, OLIVER K.
 COA to: 6419 Market Ave., Newark, CA 94560 per PO (OLD QTH: 18775 Vineyard Rd., Castro Valley, CA 94546)

1362-SGP *****
HILL, GEORGE N.
 COA to c/o Wm. M. Clark, 361 Anna Belle Ave., Carney's Point, NJ 08069 per PO (OLD QTH: 159 Sherwood Avenue, Trenton NJ 08619)

2882-M *****
MILLER, THOMAS D.
 COA to: USCG TRACEN, Pet. Trailor Ct #4, Petaluma, CA 94952 per PO (OLD QTH: 400 Santa Alicia Dr., Apt 14, Rohnert Park, CA 94928)

3402-M WA3NZA
BENOIT, JOSEPH M.
 COA to RD2, Box 2442, Russell, PA 16345 (OLD QTH: 6370 Algard St., Phila., PA 19135) per PO

2593-M WABVDJ
HEBERT, DANTE G.
 15940 SW 102 Place, Miami, FL 33157 per PO (OLD QTH: 1205 W. St., Genoa, OH 43430)

2178-V *****
SHORT, HENRY C.
 COA to: P. O. Box 4603, Birmingham, AL 35206 per PO (OLD QTH: 8-A Watertown Circle, Birmingham, AL 35235)

TA-12 W3CFC
MATLACK, REXFORD M.
 1205 Marion Dr., South, St. Petersburg, FL 33707 per PO (OLD QTH: Gen. Del., Center Road, Reeders, PA 18352)

809-SGP W4OL
BURR, ARTHUR M.
 1303 Flower Ave., Panama City, FL 32401 (OLD QTH: 2100 W. Beach Dr., Landmark Apts. Apt U202, Panama City, FL 32401) per PO

3486-V VE700
MORTON, D. KEITH
 COA to: R.R. 4, Site 435, Courtenay, B.C., Canada V9N 7J3 (OLD QTH: P.O. Box 3430, Courtenay, etc)

2539-P W5QNT
DITMORE, WILLIAM B.
 COA to 818 Maddox Ave., Aztec, NM 87410 (OLD QTH: c/o Gen. Del., Quartzsize, AZ 85346)

767-M W1VEH
BLOGGET, BENJAMIN B.
 COA AS OF MAY 1, 1981: Box 416, Bucksport, ME 04416 (OLD QTH: AMCONGEN, APO Miami 34039)

882-P KH6CB
CHAMBERLAIN, WM. W.
 COA to: 2611 Ala Wai Blvd. (#708), Honolulu, HI 96815 (OLD QTH: 3151 Monsarrat Ave #601, Honolulu 96815)

3180-V WB6ENP
CRITTON, CECIL E.
 COA to: Box 5162, Cottonwood, CA 96022 (OLD QTH: 19675 White Horse Place, Box 1562, Cottonwood, CA 96022)

3312-V N0MM
DAVIDSON, MICHAEL A.
 COA to: P. O. Box 67, Woolford, MD 21677 (OLD QTH: P. O. Box 566, Erie, CO 80516)

2481-V W7IRX
CONNELL, MATTHEW T.
 COA to: 1050 E. Broadway, Space 33, Apache Junction, AZ 85220 (OLD QTH: P. O. Box 973, Apache Junction, AZ 85220)

2992-M WA2LZV
GOLDMAN, PAUL A.
 COA to: 30-3A Richmond Blvd., Ronkonkoma, NY 11779 (OLD QTH: 37 Greencrest Dr., Middletown, NY 10940)

3103-V VE6ARN
WATSON, R. JEFF
 COA to: No. 804 - 11503-100th Avenue Edmonton, Alberta, Canada T5J 2K7 (OLD QTH: 9848-104th Avenue, Grande Prairie, Alberta, Canada T8V 1E4)

3114-P K6FO
BARBIER, KENNETH M. *RETURNED FROM LOST
 COA TO: 41-301 Jamaica Sands, Bermuda Sands, CA 92201 (OLD QTH: 72-879 Arboleda St, Palm Desert, CA 92260)

1329-V KA4FLC
NEIMA, LAWRENCE G.
 COA to: 2824 Rudge Place, Modesto, CA 95355 (OLD QTH: 2011 Lakewinds Drive, Reston, VA 22091)

2847-P W4ZRJ
HALUSKA, JOSEPH W.
 COA to: Heritage Haven, Aqt 227, Harrisonburg, VA 22801 (OLD QTH: Rt. 6, Box 181-c, Harrisonburg, VA 22801)

2614-P W7FVM
BECKHAM, GREEF R.
 COA TO: 1989 Hibiscus Circle, St. George, UT 84770 (T: 1-801/628-2048) (OLD QTH: P. O. Box 281, Santa Clara, UT 84765)

404-SGP W6CH
ROMANDER, C. HUGO
 COA to: 1045 Hayes St., S.F., CA 94117 effective 6-1-81 (OLD QTH: 4864 Blank Road, Sebastopol, CA 95472)

741-V W6GWN
CARMONA, ALBERT J.
 COA TO: 44020 N. 30th St., West, Lancaster, CA 93534 (OLD QTH: 615 E. Pondera St., Lancaster, CA 93534)

2180-M VE6BFP
RENDALL, JR., WILLIAM A.
 COA and Chg. in Call - 10423 - 164th ST Edmonton, Alberta, Canada T5P 3R5. Delete call VE7DFP and add VE6BFP. (OLD QTH: RR #2, Duncan, B.C. Canada V9L 1N9)

638-SGP VE7DF
SMITH, NELSON J.
 COA to: 426 Lion's Manor, 11771 Fentiman Place, Steveston, B.C. Canada V7E 3M (OLD QTH: 5660 Cathay Rd., Richmond, BC Canada V7C 3E2)

1444-P W4GOG
MC AVOY, RAYMOND A.
 COA to: P. O. Box 648, McCaysville, GA 30555 (OLD QTH: 1550 Lenape Dr., Miami Springs, FL 33166)

3229-P *****
CARSON, JAMES D.
 COA to: 58 Tower Farm Rd., Billerica, MA 01821 (OLD QTH: 240 Bonita Glen Dr. Apt P-5, Chula Vista, CA 92010)

2297-P W7LSO
LEECH, ROBERT
 COA to: Box 213, Harwichport, MA 02646 (OLD QTH 1111 E. Limberlost, Space 249, Tucson, AZ 85719)

1496-M *****
HUNT, ALLAN J.
 #41, 45215 Wolfe Rd., Chilliwack, B.C. Canada V2P 1V5 (OLD QTH: Box 298 Sandspit, BC Canada V0B 1T0)

1818-V W0RSW
JOY, FRED L.
 COA to: P. O. Box 278, Pearl River, LA 70452 (OLD QTH: 206 Oak St., Pearl River, LA 70452) Per P.D.

2583-P K4ELK
MORRIS, WALTER E.
 COA to: 5800 SE 119th St., Bellevue FL 32620 per PO (OLD QTH: 814 W 64th St., Hialeah, FL 33012)

3310-V SM7ZI
SVENSSON, LENNART A.
 COA to: Bergliden, Ormestorp, 577 00 HULTSFRED, SWEDEN (OLD QTH: Ringvagen 7, 19070 FJARDHUNDRA, SWEDEN) CHANGE CALL TO SM7ZI DELETE SM521

2545-M PA0DXK
VAN REE, PIETER JACOBUS
 COA to: ZYPERLAAN 39, 1761 ZW ANNA PAULOWNA, NETHERLANDS (OLD QTH: Elzenhof 2, Middenmeer, The Netherlands)

WALSER, HENRI 2633-M
 COA to IN DEN ZIEGELHOEFEN 140, 4054 BASEL, SWITZERLAND(OLD QTH: LAENGISTRASSE 11, 4133 PRATTELN BL, SWITZERLAND)

3330-P W5UJO
HEPFINER, WM. J.
 COA to Box 150, Route, Midway, AR 72651 (OLD QTH: Box 9962 Alamo, TX 78516)

2305-SGP W2YR
PATTERSON, EDWARD B.
 COA to: 2150 Rte 38, Cadbury Apts., #334, Cherry Hill, NJ 08002 (OLD QTH: 133 Tavistock Lane, Haddonfield, NJ 08033)

3291-P W1PJZ
DUNFORD, WILLIAM J.
 COA to: Lake Winnemauog Road, Water-town, CT 06795 per PO (OLD QTH: 75 East Dover St., Waterbury, CT 06706)

2324-P *****
TURNER, ISAAC C.
 COA TO: 9142 N. Mercer Way, Apt 100, Mercer Island, WA 98040 (OLD QTH: P. O. Box 1504 Bellevue, WA 98009)

1312-M WA20GO
DUFRESNE, JOSEPH A.
 RETURNED FROM LOST: P. O. Box 406, NORTHPORT, WA 99157 (OLD QTH: 804 G St., Anchorage, AK 99501)

1869-SGP *****
BENNER, ALBERT L.
 COA to: 7020 Louise Lane, Coloma, MI 49038 (OLD QTH: 303 So. Mountain Ave. Sp. #70, Phoenix, AZ 85040)

3592-M KA2JIZ
DOWNY, RICHARD
 COA TO: 6 Btgalow Avenue, Amsterdam, NY 12010 (OLD QTH: 99 Florida Avenue, Amsterdam, NY 12010)

1954-V *****
BRUBAKER, ROBERT G.
 COA TO: 26230 HWY 74, Perris, CA 92370 T: 714/943-1111 (OLD QTH: P. O. Box 2251, Santa Ana, CA 92707)

3326-P N6CDO
YORK, HART W.
 COA TO: 17356 Miller, Fontana, CA 92335 (OLD QTH: P. O. Box 7298, Oxnard, CA 93030)

3128-V K0AFP
JONES, DONALD E.
 COA to: P. O. Box 3912, Grand Junction, CO 81502 per PO Form 3579. (OLD QTH: 627 Braemer Circle, Grand Junction, CO 81501)

1362-SGP *****
HILL, GEORGE N.
 COA to: c/o The Lutheran Home, 184 Shore Rd (Rte 9, Mile Post 22), Ocean View, NJ 08230 (OLD QTH: c/o Jean Clark 361 Anna Belle Ave., Carney's Point, NJ 08069 - this address is granddaughter's address and maybe used to reach Mr. Hill in the event mail is returned from the Lutheran Home)

1081-P W5UD
DOLES, CHESTER A.
 COA to: 511 Lakeshore Drive, Hide-Away Lake, Carriere, MS 39426 T: 601-798-0426 (OLD QTH: 10222 Plainfield Drive, Apt 379, New Orleans, LA 70127)

2491-M WB6TMY
REESE, WARREN T.
 963 Stevenson Street, Santa Rosa, CA 95404 (OLD QTH: 422 Bejay Ave., Santa Rosa, CA 95404)

730-P *****
BRADEN, MELVIN E.
 COA to 506 Tina, Quitman, TX 75783 (OLD QTH: Rt. 3, Post Oak Dr., Quitman, TX) per PO

1281-M *****
LANGILLE, JR., FREDERICK C.
 COA to: 503RD AG CO, APO New York NY 09039 per PO (OLD QTH: 77 Nejecho Dr., Bricktown, NJ 08723)

421-SSGP *****
GRABOW, SR. LEON S.
 COA to 336 Sylvan Drive, Sonora, CA 95370 per PO (OLD QTH: 745 So. School St., Lodi, CA 95240)

1288-P
WALKER, THOMAS L. COA to: 734 S.W. Burgess, Grants Pass, or 97526 per PO (OLD QTH: c/o Gen. Del., Grants Pass, Or)

1936-V KL7IHH
WOODIN, ROY H.
 COA TO: 6401 NW Churry Street, Van-couver, WA 98663 (OLD QTH: 1020 E. Bluff Dr., Apt 441-21, Anchorage, Alaska 99501)

1769-M W06FJI
HUMPHREY, JAMES H.
 COA TO: 5798 Dugan Ave., La Mesa, CA 92041 (OLD QTH: 203 Cougar Ave., NAS, Lemoore, CA 93245)

3085-M K4YCK
KEENER, MAJOR ARTHUR J. C.
 COA TO: STAFF, CINCUSNAVEUR, BOX 9. FPO NYC. NY 09510 (OLD QTH: Box 536, Naval Security Gr. P., FPO, NYC, NY 09518)

3414-M WB9MII
HARRIS, RM2 GREGORY J.
 COA TO: MILDET, USNS MISPELLION - TAO-105, FPO, SAN FRANCISCO, CA 96672 (Old QTH: 348 Oswego St.2 Park Forest, IL 60466)

966-SGP *****
NOBLE, ELMER V.
 COA TO: 110 East Upton Avenue, (Osteola Inn), Reed City, MI T: 616-832-5537 (OLD QTH: P. O. Box 123, Frankfort, MI 49635)

2711-M *****
SAVOLAINEN, JARI T.
 COA TO: SIPPOLANKATU 8810 45150 KOUVOLA 15, FINLAND (OLD QTH: KIVIMIE-HENKATU 7 A 16, 45100 KOUVOLA 10, FINLAND)

2062-P W6WZX
WEBSTER, JAMES M.
 Change in ZIP CODE only
 2120 Robins Lane S.E., Space 66-A, Salem OR 97306 P: 503/364-4648

1717-SGP K4NR
NELSON, RUDOLPH G.
 CHG. IN PHONE NO. ONLY 1946 Albany Dr., Clearwater, FL 33515 P: 813/797-9446

1975-V W0RHI
KELLER, ALBERT
 COA TO: 1750 Saunders Ave., St. Paul, MN, 55116 (OLD QTH: c/o Lange Board-Rm. RFD #1, Clear Lake, MN 55319)

539-SGP W7WQ
WOODY, ALBERT LEE
 COA TO: 402 BJune Dr., S.E., Winslow, Bainbridge Island, Washington 98110 (OLD QTH: Exeter House Apt. 1009, 720 Seneca Street, Seattle, WA 98101)

2543-V WA6LFJ
HINCKE, BUDDY P.
 COA TO: 135 E. Stadium Drive, Stockton, CA 95204 (OLD QTH: P. O. Box 273, Pine Grove, CA 95665)

1601-V W4ZDN
JACOBS, JOHN E. COA to:
 11390 102nd Ct. North, Largo, FL 33450 T: 813/392-9150 (OLD QTH: 10000 Park Blvd., Seminole, FL 33542)

T093-M WB7AVO
MYERS, GERALD L.
 COA to: c/o Lockheed Calif. Co., Box 551 Dept 64-18, Burbank, CA 91520 (OLD QTH: c/o Lockheed Representatives, Box 16 AIMO, FPO, NY 09571)

3141-P KP4AR
AVILES, DR. JESUS M.
 COA to: Meditacion 52, Mayaguez, PR 00708 (OLD QTH: 492 Victory Ave., Aguadilla, PR 00603)

3427-P W6LVP
PARKS, WESLEY H.
 COA to: P. O. Box 33287, San Diego, CA 92103 (OLD QTH: 2434 Front St., San Diego, CA 92101)

2292-M *****
HAMMER, JAMES J., RMI, USCG
 COA to: USCG COMSTA PORTSMOUTH/MNH CHESAPEAKE, VA 23322 (OLD QTH: USCGC SHERMAN, FPO SF CA 96678)

2904-V K16Y
HALL, RICHARD E.
 ZIP CODE CHG. to: 91326
 19122 Killoch Place, Nortridge, CA 91326

123-P W7MY
BYARS, LLOYD J.
 COA to: 936 East Galena Drive, Sandy, UT 84070 T: 801/571-6306 (OLD QTH: 2210 Lambourne Ave., Salt Lake City, UT 84109)

2716-P K4KQ
BOLVIN, CHARLES J.
 COA to: 1827 Normandy Blvd., Del-tona, FL 32725 (OLD QTH: 2455 Al-amanda Ave, Deltona, FL 32725)

1482-P W2MD
DUVAL, MYRON V.
 COA & CTC: COA to 18 Highclere Lane, BOX 131, Valhalla, NY 10595. Delete CALL K2JX and add W2MD (OLD QTH: 18 Highclere Lane, Valhalla, NY 10595)

139-SGP K6EA
BRATTLAND, ARMOND D.
 COA to: Armond D. Brattland, c/o Mrs. Elma Borgen, RFD C7 BIRCHMONT DRIVE, BEMIDJII, MN 56601 (OLD QTH: 1135 Magnolia Avu., Long Beach, CA 90813)

TA-95 KB2ID
AFFELDT, MAJOR JOHN F.
 COA TO: 3697 Del Mar Blvd., Woodbridge VA 22193 effective July 1, 1981 (OLD QTH: 48 Puritan Drive, Middletown, RI 02840)

258-SSGP W1AL
ENTWISTLE, GUY R.
 COA TO: c/o H. Harman, 66 Whitcomb Ave HINGHAM, MA 02043 per Form 3579 rec'd. from Wollaston Post Office (OLD QTH: 46 Albion Road, Wollaston, MA 02170)

3647-V W7AMM
DIEHL, EBER FCOA TO: P. O. Box 2026, Sierra Vista, AS 85635 T: 602/458-9784 (OLD QTH: c/o Air Base Constructors, APC NY 09673)

1238-M WA7JRL
FRANC, ANTHONY J. *RETURNED FROM LOST*
 COA to: COMMO CHIEF, OVDA AIR BASE, APO, NYC, NY 09674 (OLD QTH: Box 21 US Sinai Field Mission, FPO, NYC, NY 09527)

(Continued on Page 29)

SOWP AMATEUR RADIO CALL BOOK

Corrigendum & Comments

Mailing of the SOWP RADIO CALL BOOK was completed on June 8th 1981. With the passage of nearly 2 months, all 'active' members have had time to receive their copy and where errors were found, we have been notified. Regretfully, in a project of this size and magnitude, with listing material passing through several hands, some errors are bound to occur - and did. Our only satisfaction is that we think the percentage has been small as compared with some others noted. Regretfully a few did not show at all - Omissions which we are extremely sorry about. We are publishing on this page the corrections that have been furnished plus of course the usual run of Changes of address, call letters and statistical data.

You have probably observed some obvious Call Book errors which include footnotes on many pages which refer to page 38 instead of Page 44. Page 47 showed VH instead of VK, also "TC" should have read "NC". Page 50 should have read QSO instead of QSP; Pages 52-53-54 should have "INITIATION FEE" read \$5.00 instead of \$2.50. Yearly dues are \$10.00 per year or 3 yrs advance \$25.

Thanks to one and all for your cooperation and understanding.. Next time we do hope to use the experience from CB-81 to give you a 'near-perfect' publication. - at least we'll dearm about

CHANGES OF ADDRESS (COA) ETC.

- 2967-SGP *****
STEPHENS, FREDERIC H.
 COA to: 4022-59th Ave., SW, Seattle, WA 98116 (OLD QTH: 818 Ramona Ave., Modesto, CA 95350)
-
- TA-138 KA6HXD
QUONG, TERENCE D.
 COA to P. O. Box 51, Darwin, CA 93522 (OLD QTH: P. O. Box 60152, Sunnyvale, CA 94088)
-
- 2534-SGP *****
KREISINGER, ROBERT (CHG. IN ZIP ONLY)
 4712 South Chelsea Lane, Bethesda, MD 20814 (Was 20014)
-
- 2395-P W1EYP
DEMERY, PAUL C.
 50 THE LYNNWAY OCEAN SHORES APTS APT. #325 (Same Phone)
 LYNN, MA 01905
 (Old QTH: 79 Mall St. Apt. #3) Lynn, MA 01905.
-
- 1343-V W6OLO
WEST, LT. COL. JAMES P., USAF (RETIRED)
 COA TO: 3330 Albatross St., San Diego, CA 92103 (OLD QTH: 1116 Mona Place, El Cajon CA 92020)
-
- 1680-SGP *****
HOFFMAN, HARRY E.
 COA to: 247 NW Scandia Rd., Poulsbo, WA 98370 per PO (OLD QTH: 72 Russell Rd. Bremerton, WA 98310)
-
- 1869-SGP *****
BENNER, ALBERT L.
 COA to: 303 So. Mountain Ave., Space #70, Phoenix, AZ 85040 per PO (OLD QTH: 7020 Louise Lane. Coloma, MI 49038)
-
- 2833-V W6EXM
SARKESIAN, GERALD J.
 COA to: 4601 N. 80th Drive, Phoenix, AZ 85933 (OLD QTH: 1617 E. Ocean Blvd. #10, Long Beach, CA 90802)
-
- 1631-P *****
REGAN, DONALD E.
 7811 N.E. Prescott, Portland, Or 97218 (OLD QTH: 7803 SE Yamhill St., Portland OR 97215) per PO
-
- 1093-M WB7AVO
MYERS, GERALD L.
 7438 Kester Ave. #8, Van Nuys, CA. 91405. (Old QTH C/O Lockheed Calif. Bx 551, Dept. 64-18, Burbank, CA 91520)
-
- 3619-M KA6KJL
LANIER, JAMES W.
 COA TO: Box 711, HALF MOON BAY, CA 94019 (HOME: 311 4th St., Montara, CA 94037) (OLD QTH: 1315 Chase St., Novato CA 94947)
-
- 3492-M K7BEH
CASSEL, MICHAEL H. COA TO:
 2351 W. Marie Way, Oak Harbor, WA 09277 (OLD QTH: PO Box 214, Lafayette, Co 80026) New address effective June 22/81
-
- 1798-P *****
MARIANI, HUGO J.
 COA TO: 5728 Waterbury Way, Apt E SALT LAKE CITY, UT 84121 per Form 3579 rec'd from NM PO (OLD QTH: 145 Tarpon Ave., Rio Rancho, NM 87124)
-
- 2736-V W0YBV
ELLIS, CHARLES J.
 COA TO: Megahertz Manor, Rural Box 887, Cambridge, IH 50046 (OLD QTH: 2304 Storm St., Ames, IA 50010)

- W7WQ 539-SGP
WOODY, ALBERT L. (COA to: 402 Bjune Dr., S.E. Winslow, Bainbridge Island, WA 98110 (OLD QTH: Exeter House Apt. 1009, 720 Seneca St., Seattle, WA 98101)
-
- 1833-SGP *****
HAMM, ROBERT S.
 COA to c/o D. Powers, Box 75, Sand Lake, NY 12153 T: 518/674-5905 (OLD QTH: 1617 Columbia Turnpike, Castleton-on-Hudson, NY 12033)
-
- 665-SGP *****
PERKINS, THOMAS C.
 COA to: 10112 - 66th Ave., North, Seminole, FL 33542 (OLD QTH: 401 - 150th Ave., Bay Palms Park, Madeira Beach, FL 33708)
-
- 2389-M W4ONO
SMITH, JAMES C. (COA)
 P. O. Box 317, Smith Hill Rd, Hwy 491 Lecanto, FL 32661 (OLD QTH: P. O. Box 219, Crystal River, FL 32629)
-
- 2932-V W4OEW
SEIGLER, WILLIAM C. (CHANGE IN COA)
 2219 Overton Road, Augusta, GA 30904 P: 404-733-5464 (OLD QTH: 105-F Watkins Mill Road, Gaithersburg, MD 20760)
-
- 2393-P W1EYP
DEMERY, PAUL C. (COA)
 50 The Lynnway, Apt #325, Ocean Shores Apts., Lynn, MA 01902 P: 617/592-9639 (OLD QTH: 79 Mall Street, Lynn, MA 01905)
-
- 3229-P *****
CARSON, JAMES D., COA to: 9 Marion Ave. Norway, ME 04268 (OLD QTH: 58 Tower Farm Rd., Billerica, MA 01821)
-
- WA7JRL FRANC, ANTHONY I. 1238-M
 COA to: NEGEV ATRBASE CONSTRUCTORS, Communications Center, APD NYC, NY 09674 (OLD QTH: Commo Chief, OVDA Air Base, APO, NYC, NY 09674)
-
- N6GM 3166-V
GOULD, ROY C. COA TO:
 7121 E. 34th Ave., Anchorage, AK 99504 (OLD QTH: 12137 Redberry St., El Monte, CA 91732)
-
- 3189-M KR6Z
BODE, JON H.
 COA to: 814 N. Delaware, No. 409, San Mateo, CA 94401 (OLD QTH: 13336 Bubbling Well, Tustin, CA 92680) Change CALL to KR6Z (OLD CALL K6ASX)
-
- 2318-V *****
DOLAN, JOSEPH A. (ZIP CODE CHG. ONLY)
 31 Vieckis Drive, Nashua, N.H. 03062 (was 03060)
-
- 3581-M K8XF
ZBROZEK, MICHAEL V. (CHANGE IN PHONE ONL)
 313/885-7594 21341 Brierstone, Harper woods, MI 48225
-
- 2199-SGP *****
BROWN, WILLIAM J. (CHANGE IN ZIP ONLY)
 7215 Barnett Road, West Bethesda, MD 20817 (Delete ZIP CODE 20034)
-
- W3MSN 481-P
BRIGGS, LAWRENCE W. (CHG. IN ZIP CODE ONLY) 5108 Boulder Dr., Oxon Hill, MD 20745 (OLD ZIP CODE 20021)
-
- 3659-P VE7LR
REID, LARRY L.
 6615 Napier St., Burnaby, B.C. Canada V5B 2C2 FIRST STATION reported incorrectly should be FS:1939 - CDN. SIGNAL CORPS, PRINCE RUPERT, B. C. CANADA (CDN - Canadian Signal Corps.)

ERRATA & CON'S

Incorret CB Listings

- CORRECTION**
 3588-V N6CWE
BLANK, VERNON DALE
 CORRECT ZIP CODE TO 92801 - 1739 W. Greenleaf, Anaheim, CA 92801
-
- CORRECTION**
 3617-M 1B8WV
VALENTE, VINCENZO name was inadvertently listed in Log 81-1 as Valenta - should be VALENTE, VINCENZO, Piazza Sedil DomInova, 4 Sorrento, Italy 80067
-
- 1309-V VE7TT
GUY, RICHARD W.
 CALL LISTED INCORRECTLY IN WIRELESS REGISTER - SHOULD BE VE7TT (NOT VE7IT)
-
- 3644-M KB4NU
MOORE, HAROLD B.
 P. O. Box 11671, Atlanta, GA 30355
 CORRECT CALL TO: KB4NU and delete CALL KV4NU - listed incorrectly in L81-2 dated May 1, 1981 (SKIPPER'S LOG 81-2)
-
- 2652-P 100AL
ONORATI, ALBERTO
 Via T. Macrobio #13, Roma, Italia
 ADD NEW PHONE NO. 343483 delete 06-343484
-
- W5PV 1563-V
ANDREWS, GEORGE C. (Middle Initial in C.B. wrong should be C not G) PO Box 22, Russellville, AR 72801)
-
- K4LTS 3694-SGP
GALLOWAY, ROBERT E. (Incorrect Serial No. listed in "TOO LATE TO CLASSIFY" Section of C.B. Should be 3694-SGP not 2674-SGP) 61 Bath-Edie Rd., Blythe, GA 30805.
-
- W4GF 1617-P
GREENFELL, WILLIAM S. (Name spelled incorrectly in C.B.) 7216 Valleycrest Blvd Annandale, VA 22003
-
- WA2D1G 962-SGP
ULRICH, VICTOR C. (CALL INCORRECT IN CB should be WA2D1G) 25 Ida St., Haledon, NJ 07508

OMISSIONS

- W3DH 1000-SGP
STAHL, HARRY E. (Omission from C.B.)
 P. O. Box 1600, Trenton, NJ 08607
-
- W6DXV 2412-SGP
BLETCHEN, FRED A. 605 Estrella Ave., Arcadia, CA 91006 (Omission from C.B.)
-
- N4ALW 2561-V
TAYLOR, WALTER J.
 P. O. Box 475 Flat Mt. Rd., Highlands, NC 28741 (Omission from C.B.)
-
- N7ZA 1986-SGP
FLAGLER, ROBT. H., LCDR USNR (RET)
 24605 59th N.E. Arlington, WA 98223 (Omission from C.B.)
-
- WA4ZTV 954-P
KIRKSEY, EMORY P. 686 Temple Rd., So. Daytona, FL 32019 (Omission from C. B. and address chg. Also add handle "EK")



- 2974-SGP *****
FRIEDMAN, JACK
 RETURNED FROM LOST: NEW COA 4205 DUM-BARTON PLACE, CHARLOTTE, NC 28211 (OLD QTH: 2568 Dudley Dr. East, Villa J West Palm Beach, FL 33406)
-
- 1754-SGP *****
SPENARD, HERBERT F.
 Returned from LOST - NEW COA: 85 Briggs St., Apt #305, Cranston, RI 02920 (OLD QTH: 121 Garden City Drive, Cranston, RI 02920)
-
- 2949-SGP
MEOLA, THOMAS D.
 2167 PineLake Dr., NW Stuart, FL 33494
 Mail sent to this address was returned by the Stuart PO and we listed Meola "LOST" in L80-10. The above address is correct - PO foulup.
-
- 1316-M W5USO
ALAYERAS, ANTHONY G. "RETURNED FROM LOST P. O. Box 4261, 401 Franklin, Houston, TX 77001 - again P.O. "foulup" mail not delivered.

Like **MEMBERSHIP..**
 It doesn't COST: It PAYS!

Call Changes

- 3311-P KB7UX
MILLER, RUSSELL "CHANGE IN CALL"
 STAR ROUTE 1, BOX 1, CHINO VALLEY, AZ 86323 add CALL KB7UX and DELETE CALL KA7CBQ
-
- 3608-V NH6K
BEIK, RAYMON A.
 Chg. Call to NH6K and DELETE KH6IC
 P. O. Box 3129, Kailua Kona, HI 96740
-
- 2243-P KB2YR
THOMAS, VERNON H.
 COC TO KB2YR (DELETE CALL WB2JDI)
 429 White Horse Pike, Haddon Heights NJ 08035
-
- 2737-SGP N4BZL
DeCOURCEY, RALPH V.
 ADD NEW CALL: N4BZL
 2022 N. Kensington St., Arlington, VA 22205
-
- 2823-P KB3IY
FRAZER, ROBERT A.
 ADD NEW CALL: KB3IY
 1302 Downs Dr., Silver Spring, MD 20904
-
- Chg. Call Letter
MacDonhid, Edward C. 3467-T N0CKS
 5700 Raintree Courtz Parkville, Mo 64152 Chg. call to N0CKS. Delete call WB00TA
-
- 3183-V KC4VK
LENT, CHARLES W.
 Chg. in CALL ONLY - ADD KC4VK call and DELETE WB4YPS - 231 Hubbell St., Edgewater, FL 32032
-
- TA-93 KB8TZ
STEPHENS, MAJOR JAMES
 Chg. in Call - 3904 276th St., East, Spanaway, WA 98387 New Call KB7TZ delete Call K4EBC
-
- 2470-V N4EBW
HANCOCK, EDWARD L.
 P. O. Box 246, Stockbridge, GA 30281
 Chg. in Call DELETE WB4GVH and new call N4EBW
-
- 3328-M YU2WV
PAVLICA, VLADIMIR
 Branka Kijaica 12, 43290 Grubisno Polje, Yugoslavia - DELETE CALL YU2RTC
-
- 1791-P NN4V
GRAY, HARRY D. (Change in Call)
 2504 Madrid St., Jacksonville Beach, FL 32250 DELETE CALL WAAMCH add CALL NN4V
-
- 426-SGP KA3HTH
WALLIN, HYMAN
 Add NEW CALL: KA3HTH -- 8110-New Hampshire Ave., Silver Spring, MD 20903

LATE NEWS

SEE PAGE 22 FOR LATE CHANGES RECEIVED ...

LOST - Mail Returned

- 321-SGP W6EU
McGEORGE, WILLIAM M. LOST
 LAST KNOWN ADDRESS: 552 Bean Creek RD. Scotts Valley, CA 95066 (Mail returned b. PO)
-
- LOST *****
FRIEDMAN, JACK
 2568 Dudley Drive East, Villa "J", W. Palm Beach, FL 33406 - last known address
-
- LOST WB4KPQ
QUICK, A. EDWARD
 LAST KNOWN ADDRESS: 575 Blythe St., Apt F, Hendersonville, NC 28739
-
- LOST WA6DJA
TURNER, DONALD R.
 Last known address: USCG Training Ctr., Petaluma, CA 94952
-
- 3641-M WB2GMF
SILVERMAN, EDWARD I.
 LOST - 942 Middle Country Road, RIDGE, NY 11961 T: 516/924-6247 - last known address - mailed returned
-
- LOST
SPENARD, HERBERT F. +++
 121 Garden City Drive, Cranston, RI 02920 - LAST KNOWN ADDRESS)
-
- 2658-M K0AX LOST
DIXON, THOMAS L.
 LAST KNOWN ADDRESS: PSC#2 Box 12948 APO, SF CA 96311
-
- 3302-P *****
ANDERSON, M. L. (RETURNED FROM LOST)
 12494 Senda Rd., Rancho Bernardo, San Diego, CA 92128 (Seems PO made error)

NEW MEMBERS

(CONTINUED FROM PAGE 27)

3720-M K8RV
RIDENER, FOREST S. (****/Patricia)
1423 Mayflower, Lincoln Park, MI 48146
T: 313/386-8927

FS: 1955 - R/O US Air Force/Class.
Other: None
AMATEUR: K8RV/1977 FC: W801E/1963
Join Net: Yes M) ARRL H) Home Computers P) NF QSP: Mike Quinn, 3479-M

3721-V *****
ANDERSON, WILLIAM A. JR. (BILL/Marge)
Depot Road, Box 61, E. Kingston, NH
03827 T: 603/642-8679

FS: 1944 - S/S JOHN M. HARLAN/KIRI
Other: 1945-46 S/S Berkshire/KNVG
AMATEUR: None
M) ARRL, Lions, 13 yrs Boy Scouting
H) Hunting, Camping, Solar - Electronics,
Radio P) NF QSP) James Donoghue,
3001-V

3722-V W4KFC
CLARK, VICTOR C. (VIC/Hester)
12927 Popes Head Road, Clifton, VA
22024 T: 703/631-1360

FS: 1941 - CAA - Parco, Wyoming
OTHER: 1942-43 CAA, Overton, Nebr.,
CAA, Columbia, Mo. - 1943 1940 - Koy
Copying TRANS RADIO PRESS WIRE for News
AMATEUR: W4KFC/1947 FC: W6KFC/1933
JOIN NET: Yes M) ARRL, SOAP, AWA,
QCWA H) Amateur Radio, Genealogy
P) NF QSP: John N. Elwood 396-V

3723-V W3IDO
BABBITT, HOWELL N. (HAL/Helen)
416 Old Trail Road, Daytona Beach, FL
32018 T: 904/255-8974

FS: 1944 - USS SPICA/NF
Other-None
AMATEUR: W3IDO/1946 FC: W8GON/1932
Join NET: Maybe later M) QCWA, ARRL,
Army MARS H) NF P) NF QSP: David
B. Levine 875-V

3724-V *****
WALTERS, ARTHUR RAYMOND (****/Natalie)
39 Cobalt Lane, Westbury, NY 11590
T: 516/333-0313

FS: 1941 - S/S WEST CELINA/KEZR
OTHERS: 1942-43 S/S Wm. Pitt Fessenden
KCCI, 1944 S/S Cape Douglas/KISB, S/S
S/S Arunalt S. Abe/1/KXXF, 1945 S/S
Povtotoc Victory/ANEO, 1945-47 S/S
Exchester/AODS, 1947-48 MacKay Radio
PTP, So. Hampton, NY WJIA, WJMS

AMATEUR: --NONE
Join Net: -- M) Formerly in ARA, L.I.
Marine Assoc. NAGT (Nat) Asn. of
Geology Teachers, AAPT (Am. Asn. of
Physics Teachers H) Rocks, Minerals &
Fossils; Photography, Geology, Physics,
Fishing P) Offers assist in Bk. Review
Correspondent, Travel, Historical,
Special assignments QSP: QST Listing
SOS: August 18, 1941 S/S West Eelina
torpedoed and sunk off Trinidad

3725-V N1BKR
WINCEY, CHRISTOPHER R. (CHRIS/Jeanne)
Box 944, Forked River, NJ 08731
T: 609/693-5525

FS: 1946 - USS UNION/NECH
Others: 47 Ships and 3 Land stations
including 1951 Press Wireless 1954-58
SS United States and 1960 SS America &
1982 WNY, 1974 WCC
AMATEUR: N1BKR/1981 FC: W2ZXT/1948
JOIN NET: Yes M) ARRL, ROU H) Fish-
ing, Hunting, Chess and Ham Radio
P) No QSP: Melvin J. Oliver (Deceased
Chatham, MA

3726-V K4GLH
EKLUND, GORDON G. (GEE/Florence)
6518 Gunpowder Lane, Prospect, KY 40059
T: 502/228-8746

FS: 1944 - S/S JOHN C. SPENDER/KKMO
Others: 1944-45 M/V Surprise/KEWJ,
1945 S/S Sidney Lanier/KIVG, 1945/46
S/S Santa Marta/KDBI
AMATEUR: K4GLH/1971 FC: W1IAN/1934
Join Net: NO M) ARRL, AWA, ARCA
(Antique Radio Club of America), IHRS
(Indiana Historical Radio Society)
H) Antique Radio Collecting, Photography
and Collecting Iron banks P) No QSP:
Wm. E. Denk, TA-65

3727-V K6SV
GIFFEN, RICHARD M. (DICK/Joan)
1968 Dewayne Avenue, Camarillo, CA
93010

FS: 1946 - USS COMPETENT/NF
Others: 1973-74 USNS Wheeling/NIPJ,
1975-78 R/V S. P. Lee/NDXA 1978 thru
1980 ARCO Juneau K5BG, ARCO Fairbanks/
WGNB, ARCO Anchorage/WC10, ARCO Calif./
WMCV and SS ARCO Alaska/K5BK
AMATEUR: K6SV/1977 FC: W6MLI/1960
Join Net: NF M) ARRL, MMARS, SMRA
H) Ham Radio-CW-RTTY, MKRO Computers
Travel and Photography P) No. QSP: Ed
Janes 3707-V

3728-P W7WI
RIVES, ROBERT B. (BOB/Eleanor)
7620 SW 79th Ave., Portland, OR 97223
T: 503/244-7147

FS: 1938 - USS ARKANSAS/NACT
Others: 1938/46 USS Broome/NEPF, USS
R-3/NILF, USS R-7/NILL, USS Beamer/NEQQ
USS Shad/NWDV, USS Haddock/NAEG and USS
Muskallunge/NASO 1953/67 USS Thornback/
NKS8, USS Picuda, USS Pickere1, USS
Cusk and USS Barbel/NAAD
AMATEUR: W7WI/1971 FC: W4FUV/1938

Join Net: No M) Life Mbr. ARRL
H) Pistol Target Shooting, Scuba Diving
P) No. QSP: Edward A. Mundt, 3471-P

3729-M KL7NC
KERN, ROBERT J. (BOB/Louise)
P. O. Box 6572, Ketchikan, AK 99901
T: 907/225-6398

FS: 1962 - USCG RADSTA(Sault Ste. Ma-
rie)/NOG
Others: 1963-66 CG RADSTA, Ketchikan,
AK/NMJ and 1979/present M/V Tustumena/
AMATEUR: KL7NC/1972 FC: KN9KYE/1956
Join Net: Yes M) ARRL, IBU H) Amateur
Radio, Sailing, Cawgraphy, Fishing,
carpentry, writing, photograph and camp-
ing P) Offers assist in Editing, Bk.
Reviews, Pro. & PL, Awards and Historica
QSP: Henry Gabriel 2815-V

3730-V KBZL
HUFFMAN, EDWARD M. (ED/Mary Louise)
2073 E. Buno Rd., Milford, MI 48042 T:
313/685-3157

FS: USMC - TROOP TRAINING UNIT, FMF-PAC
Others: 1947-48 Temp. Detail Ships
Company R/O USS Mitchell, and USS Randal
1950/51 Radio Team Chief, Forward Air
Control Party, ANGLICO, 7th Marine Re-
gement, 1st Marine Division, Lorea
AMATEUR: KBZL/1977 FC: W8DSK/1976
Join Net: Yes M) ARRL H) Electronic
Construction, RC Gliders, Physics P) NF
QSP: NF

SOS: Sent for Line Combat Troops (no
further details available at this time.

3731-M *****
ROHNER, WALDEMAR A. (****/Tamiko)
Hauptstrasse 23, CH 5253 Effigen, Swit-
zerland T: 064 66 11 06

FS: 1968 - M/V JOHANN CHRISTIAN SCHULTE
/DNBV
Others: 1967-75 MV Cassarate, Favorita
/TLIO, MT Garden Green, MV Splendid
Breeze, MT Carolyn Jane/S68S, MT Norther
Victory and MT Continental Monarch
AMATEUR: NONE
Join Net: Later, Yes M) NF H) NF,
P) NF QSP: Eric Walter 1536-M

3732-V W6EQ
GALLEGOS, MANUEL D. (JOHN/Estella)
14646 Flatbush Ave., Norwalk, CA 90650
T: 213/863-5182)

FS: 1944 - USS ANCON/NF
Others: 1944 USS Mt McKinley, 1949/53
Los Angeles Police Radio/KMA367, 1951/52
US Navy (Guam)/NPN, 1953-56 L.A. Police
TFC Net/KMAB9
AMATEUR: W6EQ/1976 FC: W6ZCL/1947
Join Net: NF M) NF H) Design and
Build Electronics for my station and
photography P) NF QSP: Ken Johnson
2308-P

3733-V K1IHH
JEFFERS, CLARENCE G. (****/Jennie)
R.F.D. 2, Box 402, Old Lyme, Ct 06371
T: 203/434-2801

FS: 1942 - S/S WALTER D. NOYES/NF
Others: 1942-43 Pan Am. ACFT, 1944 S/S
Isaac Van Zandt/KVUE, 1945 S/S Samuel
Parker/KIYC, 1946 S/S Anniston Victory/
ANMJ, 1947 SS ACKIA/ANRI and SS Bemis
Heights 1948 SS Fredericks Burg and S/S
Edmund F. Dickens
AMATEUR: K1IHH/1980 FC: W1LZR/1939
Join Net: Yes M) ACA H) Hunting and
Shooting P) NF QSP: Chas. B. Hopkins
1096-P

3734-P W6GFUN
POST, ROY I. (****/Jo)
Star Rt. Box 2207, Cool, CA 95614
885-8367

FS: 1934 - USS ASHEVILLE/NELV
Others: 1937 USS Memphis/NISS, 1941-43
CAA McGruth, AK/KMZH 1944 CAA Lucin, UT
AMATEUR: W6GFUN/1959 FC: K7IEQ/1941
Join Net: OK M) SIRARC, MARS H) Golf,
Fishing and Hunting, Amateur Radio P) No
QSP: Marion J. Henson, 3708-V

3735-V WA2IDN/4240K
ELIEZER, JACK (****/Ziva)
84 Hagana St., Raanana, Israel 43311
T: 052-91532

FS: 1949 - ISRAEL POLICE - HAIFA/4XH
Other: 1952 S/S M. Dizengoff
AMATEUR: WA2IDN/4240K/1967 FC Same
Join Net: Not Now M) IARC, TM (Toast
Masters) STC (Soc. of Tec. Comm.)
H) Radio, Chess, Stamps, Languages,
Music, Travel, Semantics and Speech,
Tech. Communication P) can't QSP:
D. Yaari 3457-M
NOTE: Participated in distress traffic
from "andrea doria" on board S/S Zion/
4XWR

CHAPTER ETERNAL



May We NEVER FORGET Them !

SERIAL NO.	NAME OF MEMBER	*	CALL	DECEASED DATE
2538-V	Sherwood, Orval C.	U	WB0WCH	Dec 12, 1980
964-P	Mix Robert E.	SI	W8CDQ	Feb 14, 1981
1220-V	Hayes, Howard C.	ND	WB2TWY	- - - - 1981
2305-SGP	Patterson, Edward B.	ND	W2YR	Dec 1, 1980
832-P	Kilian, Victor W. C.	C	W6PQ	Feb 27, 1981
1855-SSGP	Blake, Chas. H.	OA	-----	Mar 16, 1981
2752-V	Hamilton, Warren K.	ND	W2FE	Feb 8, 1981
582-SSGP	Bowerman, John W.	OA	VE7ZP	May 1, 1981
221-SSGP	Waters, Capt. John E.	SI	W6EC	May 8, 1981
1607-SGP	Nintzel, Henry	ND	K4JP	Dec 26, 1980
1494-SGP	Riley, Lester A.	ND	W1CKM	May 26, 1981
1802-SGP	Flagg, Harold F.	ND	-----	Jan 5, 1981
712-SGP	Hughes, Robert M.	H/C	-----	Jun 5, 1981
969-SGP	Laessle, Howard P.	HP	W2VJ	May 13, 1981
2315-SGP	Barstow, Frank H.	ND	KA6JGJ	Jun 6, 1981
454-SGP	Kale, LTC. Samuel S.	S	W2VU	Jun 16, 1981
2130-SGP	Richey, CDR. Joseph L	H	K2AT	- - - - 1980
1072-SGP	Layman, Paul Eric	ND	-----	May 8, 1981
872-V	Smith, Earl R. Jr.	ND	W4RIR	May --, 1981
303-SGP	Silvestri, Mario	OA	-----	Apr 25, 1981
1830-SGP	Rovang, Irving J.	H	WA4SCK	July 17 1981
2408-P	Canning, Francis Edw.	H	W7VQ	July 19 1981
1167-SGP	Woodyard, John R.	HP	-----	July 29 1981

*Legend
H - Heart A - Accident ND - No Details
C - Cancer SI - Short Illness NC - Natural Causes
S - Stroke LI - Long Illness HP - Health Problems
OA - Old Age Ailments

3736-V VK3PSW
WILLIAMS, STANLEY H. (STAN/Norma)
2 Gannet St., Mt Eliza 3930 Victoria,
Australia (03) 7875377
FS: 1943 - RAAF 348 Rada Station/Z58
Others: 1943 PE. Moresby W/T RAAF/WNPM
and WZPY, 1945 Madang W/T (Norcom Telecom)
AMATEUR: VK3PSW/1981 FC: Same
Join Net: When health permits M) Wire-
less Institute of Australia, Returned
Soldiers, Sailors and Airmens League of
Australia H) Previously a PRO. Tennis
Player, Radio, Collecting Jazz & Big
Band Records and Reading P) No QSP:
Frank Carey 913-SGP

3737-P K4NH
RICE, HOWELL B. (HOWIE/Ruth)
3548 Community Church Rd., Pfafftown, NC
27040 T: 919/924-8160

FS: 1935 - USS SAN FRANCISCO/N1JZ
Others: 1935-38 USS SF 1939/40 USS
Plunger, USS Chamont, USS Canopus, USS
S-30 and S-40, USS Cisco, USS Rasher
AMATEUR: K4NH/1969 FC: W6JBM/1936
JOIN NET: You Bet M) ARRL H) Ham Radic
Retired Electronic Engr. from ME P) No
QSP: Lewis W. Elias 1464-P

3738-V KA7FEE
MACKENZIE, JOHN T. (****/Mary)
6125 S.E. 86th Ave., Portland, OR 97266
T: 503/777-1598

FS: 1943 - Camp Roberts/Tactical
1943 Camp Buoy, Pomona College and Ft.
Knox 1944-45 ETO. Normandy. Rhine Crossin
AMATEUR: KA7FEE/1939 FC: Same
JOIN NET: No M) ARRL, MTC #1677
H) Amateur Radio Operating, especially
QRP Mobile Operation P) Offers assist
in Edity and Historical QSP: Lents Pat
finder Club.

3739-M
LUNDQUIST, LENNART - RECORD LATER

3740-M W6SAW
MESTER, HERBERT A. (HERB/****)
P. O. Box 988, Redwood City, CA 94064
T: 415/364-8538

FS: 1960 - NAS, CUBI POINT, P.I./NCP
Others: 1960 NAS, Agana, Guam/NGM
1961/62 USS Walton/RTOW
Amateur: W6SAW/1955 FC: Same
Join Net: Yes M) ARRL, Palo Alto
Amateur Radio Assn. H) Bicycle Racing &
Touring, Photography, Work for local
Electronics Company P) No NAP QSP: NF

Technical Associates

TA-141 *****
HUYCKE, CAPTAIN HAROLD D. (****/****)
18223 84th Place W., Edmonds, WA 98020
T: 206/774-7574

RESUME: Field of Interest/Activity:
Author and Historian. Professional:
1943-1972 Mate, Master in Deep Sea
Freighters and Tugs, with intermediate
periods ashore as cargo superintendent;
operations and traffic work w/steamship
and Tug-Barge companies. 1973-81 Marine
Surveyor Historical: Amateur
historian, author, member of numerous
historical societies. Interested in
broad range of maritime historical flds
AMATEUR: None
Join Net: -- M) NF H) NF P) NF
QSP: Wm. A. Breniman 1-SGP

TA-142 N6VS
DILLMAN, RICHARD (DICK/****)
435 Utah Street, No. 4, San Francisco,
CA 94110 T: 415/864-6320

RESUME: Field of Interest/Activity
Engineering and Historian. Amateur Op.
since 1958, currently hold Extra class
license. 2nd class radiotelegraph
license and USCG Radio Officer's Lic.
Chief Op. for coast station (limited,
Class I, for Greenpeace foundation.
Designed & built stn. Ofc. Mgr. of
Educational TV Ofc. at Hastings College
SF.

AMATEUR: N6VS/? FC: WV2BJK/1958
Join Net: NF M) NF H) Radio, air-
planes and motorcycles P) NF QSP: NF-

TA-143 N3AJQ
COX, DARREL GENE (DUKE/Raima)
Rt 1, Box 27 Crowhill Rd., Barto, PA
19504 T: 215/845-7700

RESUME: Field of Interest/Activity
Experimentation, Maint. Tech., and
Teaching - Theory/code. Joined Navy
1959 as Aviation Storekeeper ordering
parts & helping Maint. Techs. repair-
ing equip. such as ART-13, ARC-5, BC
454, etc. Retired 1969. Taught code/
theory to several cub and scout troops.
AMATEUR: N3AJQ/1978 FC: KN0AMZ/1953
Join Net: Yes M) ARRL(Life), RCC, Mars
CD, RACES, QCWA(Life) H) Amateur
advanced CL. Commercial 1st CL Radio
Telephone, CB, stamp and coin collector
P) NF QSP: "QST" Listing

IT ALL STARTED HERE!

By GEOFFREY B. AZOY 2599-SGP W2XZ

The daughter of Guglielmo Marconi, Mrs. George Braga, was the guest of honor at a reception held on September 20th, 1979, at Twin Lights Museum, Highlands New Jersey, to mark the 80th anniversary of the erection at this site of the first practical working wireless telegraph station in the United States. Sponsored by the old New York HERALD, this station was constructed under the personal supervision of Marconi in the year 1899 primarily to receive up-to-the-minute reports from the SS PONCE, a small steamer equipped with similar apparatus, on the progress of the America's Cup races being sailed in October of that year off Sandy Hook between the American defender COLUMBIA and the British challenger SHAMROCK. (COLUMBIA won.) As reports were received by wireless at Twin Lights from the PONCE, they were forwarded on to the HERALD by regular Morse land line; this operation unquestionably constituting the first play-by-play radio sports broadcast in history.

For many years the location of the tower of this pioneer station just to the north of the northernmost tower of Twin Lights had been marked by a sign of unknown origin bearing completely inaccurate information as to dates and the purpose for which the station was used. But with his appointment as a Trustee of Twin Lights a year or so ago, the author (himself an old timer first licensed in 1914) took steps to replace the old sign with a new one containing proper information and to further commemorate this important spot in radio history both with an assemblage of important dignitaries on its 80th birthday and by installing a working replica of the original equipment.

A great deal of research was done to make this replica as accurate as possible. In this task we were particularly fortunate—through correspondence with the British Marconi Company—in obtaining copies of letters, sketches and working diagrams exchanged between Marconi and W. W. Bradfield, who apparently was his chief assistant on the project. Also, a copy of the New York HERALD of the day after the first transmission of wireless signals was both helpful and intensely interesting.



Exterior of Twin Lights (NJ) showing the south light tower and, at lower left, one of the four original concrete guy anchors for the old wooden mast.

(Photo by G.V.Azoy W2XZ)

From this material and other sources it was ascertained that the original transmitter consisted of a standard Marconi ten-inch spark coil, straight spark gap, heavy-duty key and a power supply of a battery of old glass-jar wet cells; the receiver comprised a Marconi coherer and decoherer, a polarized relay, three dry-cell batteries and an old Morse

register on which the received signals were recorded in ink on a moving paper tape. No facilities for tuning were included; resonance between Twin Lights and the PONCE was obtained by making the single wire antenna at each station the same length: 135 feet—strung between the mastheads of the PONCE and hoisted to the top of a single 100-foot wooden mast just to the north of the most northern lighthouse tower. (Incidentally, the four heavy concrete anchors to which the guy wires were attached are still there, sunk in the ground in the same location in which they were placed some 80 years ago.)

Despite the primitive nature of the equipment, results were apparently most satisfactory, contemporary reports indicating that over 20,000 words were successfully transmitted during the ten-day period of the races. (Quite a job, this, at a speed of twelve words a minute, apparently the maximum at which the receiving equipment could function properly.) This old station remained in operation on an off-and-on basis for a period of three or four years, again being used by the New York HERALD to receive reports on the next series of America's Cup races held in 1902. Also, with somewhat improved equipment, it established communication with those very few ocean liners equipped with wireless in those early days. No record appears to exist as to its call sign, if any, but we do know that the station was finally dismantled in 1904 and replaced with a more modern U.S. Navy station.

Assembling an accurate replica of this 80-year old station presented some problems. Most of the original components were of course no longer available, or not within the rather modest budget of the Museum. Accordingly a great deal of the equipment had to be built more or less from the base up. Particularly so in the case of the big spark coil, the spark-gap assembly and the coherer-decoherer. Here invaluable assistance was received from an enthusiastic and talented Briton, Sir Frederick Hervey-Bathurst, who not only turned out to be a bona-fide nephew of Marconi but who also fabricated all the necessary metal parts in his own workshop. Pete Becker N2PB also rendered valuable service in the final assembly of the station.

We did not attempt to replace the 100-foot wooden mast due to lack of funds and also because of a



Replica of the original Marconi equipment of the wireless station at Twin Lights, NJ. This rig, without tuning or coupling, no doubt radiated on every wavelength in the spectrum. Such gear is strictly illegal today.

(Photo by G.V.Azoy W2XZ)

proper regard for the gale force winds from off the Atlantic which from time to time howl around Twin Lights in its exposed location atop the Navesink Highlands (south of Sandy Hook, New Jersey) overlooking the entrance to New York harbor. However, its exact location is now indicated with an attractive new marker carrying a photograph of just how it looked in 1899 and containing correct information as to the history of the station. (Continued next page)

IT ALL STARTED HERE (cont.)

The author is of course familiar with the fact that just one month before Twin Lights station went on the air, what is claimed to be the first transmission of wireless signals over any appreciable distance in this country took place in California between the San Francisco lightship and a receiving station erected at the old Cliff House Hotel on the mainland. This transmission was arranged to report the first sighting of the U.S. Army Transport SHERMAN which was bringing home those units of the California National Guard which had fought in the Philippines in the Spanish-American War which had just ended some months before.

Apparently this apparatus was designed and installed by a group of local high-school science teachers under the leadership of George Mitchel, himself a physics teacher at the San Francisco Girls' High School, based on the information they had obtained on Marconi's earlier experiments in England. Certainly, all praise is due them for their imagination and technical competence, although apparently only one-way communication was attempted and the actual transmission is reported to have consisted solely of the three-word message "SHERMAN in sight." So while the prize for the very first officially recorded wireless transmission in this country would appear to go to California, the old Marconi station at Twin Lights holds the claim of being the first United States wireless station capable of sustained two-way communication. As in so many similar situations involving scientific achievement, in this case surely there is glory enough for all!

In addition to the replica of the pioneer Marconi equipment, Twin Lights Museum contains many other unusual and exciting exhibits which should be of particular interest to seagoing radio operators and others interested in marine matters. Located in the fortress-like central section of Twin Lights itself (built in 1862), the Museum also houses the 10-foot diameter double Fresnel lens, as well as its associated electric "lantern" and rotating mechanism, which from 1897 until its decommissioning in 1947, was located atop the south tower shown in one of the accompanying photographs. Flashing its 25,000,000 candlepower beam every five seconds to a distance of over 30 nautical miles at sea (its reflection against clouds has been recorded at over 70 nautical miles), it was the most powerful lighthouse in this country. Although weighing over five tons, the assembly is so perfectly balanced that it can be moved by a finger and, in its new location within the Museum, is now rotating regularly with its beam flashing in the proper manner just as it did for the 50-odd years it was situated atop the tower; it was the main guiding beacon for ships entering New York harbor.

Another interesting exhibit is an exact replica of the FOX, the 19-foot wooden dory in which two local New Jersey fishermen actually rowed the entire distance of some 3,500 miles across the Atlantic Ocean from New York to Le Havre, France, in the summer of 1896. Carrying neither sail nor motor, the trip took 62 days in their small open boat with no shelter from sun, rain or storm. But they made it; and subsequently they returned safely, together with their small craft, aboard a prosaic steamship. Regrettably, however, due to neglect, the original FOX fell apart many years ago but the replica in the Museum is an exact copy built from the original plans by the same local boat yard which constructed her illustrious predecessor over 80 years ago.

Twin Lights Museum contains many other unusual marine artifacts including the wooden shed erected on Sandy Hook in 1832 as the first government-sponsored Life-Saving Station in the United States, as well as a most complete collection of various forms of life-saving gear used down through the years. Located on the high ground just above the town of Highlands, both the Museum and Twin Lights themselves are open to visitors during daylight hours throughout the year (except on Mondays). Admission is free.

Come on down! Here is where wireless really started in the U.S.A. □

MANY THANK S.O.W.P**Bristol Bay "Vets" Meet After 50 Years**

By Mel Grummjt

(Continued from Page 5)

May 9 - At sea aboard the "Star of England." Captain Schultz and the super were shooting crap and the super was winning - the captain threw up his arms toward Heaven in mock disgust and shouted, "Head winds to start with - and now I'm losing money!", just at that moment sea gull droppings splashed onto his face.

May 24 - Rain squalls and gale winds hit the ship suddenly - 40 miles SE of Unimak Pass. Captain ordered all hands aloft. One sailor refused until the captain threatened him. High up in the rigging the man froze with fright and just hung on. Two hours later all was secured and other sailors helped the man down.

June 11. - At anchorage off Naknek in Bristol Bay I transferred from the "Star of England" to the steamer "Kvichak" as scheduled before leaving San Francisco.

June 18 - In gale force winds a large lighter half mile to our windward broke its mooring chain and bore down on us anchored about 5 miles off shore. It hit us a terrific side-glancing blow, than continued to drift toward the beach. There were two company tugs nearby - the Heron and the Robin. The Heron succeeded in getting a line aboard the lighter and proceeded to tow her away from the beach. Just as the Heron pulled past us the tow line fouled in her propeller. She blew for assistance from the Robin. The Robin got the two of them in tow but her tow line slacked and fouled in her propeller. The three of them bore down on the anchored "Kvichak." The Robin's bow struck squarely against ours putting a dent in the ship. The lighter and then the Heron barely missed us. Captain Iversen of the "Kvichak," at great personal risk, got a line to the Heron as she raced by. The line was already fast to a 3" hawser coiled on deck. Soon afterward the three of them were lined up astern the Kvichak. The Robin managed to clear its fouled propeller and cut loose. We got underway and towed the lighter and the Heron to the cannery.

A few words about the fish taken that season might be of interest. King salmon averaged 30 pounds and 3 feet in length. They are more plentiful early in the season but a few are caught all summer. Fishermen get 35¢ each for them - the ships cook makes good use of the king salmon - and they are delicious. Red salmon average 2 feet long, weigh 6 pounds. Clear tail. Red meat with fine flavor but a little dry. Fishermen are paid 8¢ each. Silver or coho salmon - about same size as reds but distinguished by silver in tail. These are most numerous in mid season. Fishermen get 8½¢ each for these. Humps or pinks run 4 pounds and about 14" in length. They have a ridge of solid fat on the back. Small scales. Meat is almost white after cooking. Fishermen paid only 4/5¢. Chums or dogs average 5 pounds but some go to 10 pounds and 2 feet, 4 inches in length. Male has ugly hooked nose. Female has graceful head and no beak. This is also true of silvers, reds and kings. For these the fishermen get 3½¢. Other kinds of fish caught in the nets include flounders with stripped tails and sandpaper skins, and salmon trout - enemy of other salmon because they eat the spawn.

History of the Star of England

Built in Scotland about 1898 - sailed to San Francisco under English flag. After discharging her cargo there and still unloaded, a SE gale capsized her, trapping seven men in the hold. She turned over so quickly that enough air was left in the hull to keep the men alive. A hole was made in her hull to release the men but the buoys failed as air rushed in and the ship sank taking the men with her. Later she was sold to an American firm on the West coast and renamed the Abbie Palmer. They sent her on a trip north to Seattle. Enroute she was hit by a gale that rolled the masts and rigging out of her, leaving them tangled on deck. She was refitted and a year later rammed by the steamer "Queen" cutting her bow nearly off. She was then bought by the Alaska Packers Assoc. refitted and renamed "Star of England."

--Melvin Grummjet, 1740-SGP

Recording Wireless History for Posterity



ANNUAL "CW QSO" PARTY

FINAL REPORT

SOWP 6th Annual CW QSO Party, May 21 through May 22, 1981

Stations participating in QSO Party 127
Stations submitting Logs 33

Participation by Districts		
District	Stations	Logs Received
1	7	1
2	9	2
3	6	3
4	20	7
5	5	1
6	29	8
7	21	4
8	4	1
9	5	0
Ø	8	2
KH	1	1
VE	4	3
VK	4	0
ZL	1	0
SM	1	0
PA	1	0
MM2	1	0

WIN, PLACE & SHOW:

Wesley J. Wiseman, 2445-SGP, K6OT came in first with 56 contacts
John N. Elwood, 396-V, W7GAQ came in second with 45 contacts
Paul N. Dane, 2195-V, W6WOW came in third with 44 contacts

Observations hither and yon:

Entrants besides the continental United States include Hawaii, Canada, Sweden, Holland, Australia, New Zealand and Maritime Mobile in area 2 on the way to Panama.

As usual, conditions were poor during the contest. Some new members enjoyed the party but complained about the poor showing.

John Elwood gets my sincere thanks for submitting his very neat log in cross-check form which simplifies verification. A couple of logs were received with no name, member serial number or call sign. The only clue was the SASE. This required research in the Wireless Register and Amateur Radio Call Book.

A pat on the back to those members who submitted logs for verification but did not want certificates. Very thoughtful.

QSO PARTY RECORD

Pete Fernandez
Pete Fernandez W4SM

S.O.W.P. 1981 CHRISTMAS QSO PARTY

The Society will hold its Annual Christmas CW QSO Party on Sunday, December 20, 1981. The Party will cover the full 24-hour GMT period and will be the sixth annual Christmas on-the-air Party.

This special event gives members an opportunity to meet on the air and to exchange Season's Greetings and other pleasantries. There are no formal exchange requirements and no need for members to submit logs.

As in past years, the call is CQ SOWP and all members holding amateur licenses are urged to take part. This is another opportunity to renew old friendships, establish new ones and to continue a camaraderie developed over the years.

To provide a gathering place, it has been suggested that calls be made between 50 and 60 khz up from the low end of each amateur band.

Suggestions or additional information about the party can be obtained from the Party Coordinator, Bill Willmot, K4TF, 1630 Venus Street, Merritt Island, Fla. 32952. An SASE would be appreciated.

(CONTINUED ON PAGE 34)

- 30 -

SOWP CHAPTERS

During the last quarter we experienced considerable chapter activity. Meetings as listed below and a NEW CHAPTER formed at New Orleans on July 11th. New officers were elected for the Golden Gate Chapter on their meeting May 9th. Following is a brief resume of meetings. Some Chapters reported record attendances:

I GOLDEN GATE CHAPTER---May 9 1981
Meeting held May 9th at the Villa Chartier, San Mateo, CA. Attendance 98. BUSINESS: PAUL M. DANES selected Director vice FRED MANGELSDORF who retired after 5 years in office. A very fine meeting reported. Golden Gate Chapter Picnic scheduled for Aug. 20th - Armstrong Redwood State Park near Guerneville. All visiting SOWP members and friends invited. Bring your own eats. Cost - State Park Admission only.

III DEFOREST CHAPTER - May 9 1981
Meeting was held May 9th, 1981 at TAIX RESTAURANT on Sunset Blvd, Los Angeles. A very fine meeting reported by Director Fred Winckle.

IV STAR OF INDIA CHAPTER - May 9 1981
Meeting held aboard the "Square-Rigger" STAR OF INDIA on May 9th in San Diego Harbor. Director "AB" Abernathy reports a fine turn-out and a good time had by all.

V JACK BINNS CHAPTER - April 18 1981
SEATTLE - April 18th at the "Dog House" Restaurant. The largest turn out "ever" reported by Director Al Woody.
SALEM - Area meeting May 9th reported about 25 attending. All had a very good time. Reported by Ralph Hazleton - Board of Governors.
PORTLAND Area meeting May 21st. Good turn-out and very enjoyable meeting reported by John Peel.

X CAPITAL AREA - JUNE 6 1981
Director Emerson Mehrling reported an outstanding meeting of members at the Anchor Inn Restaurant in Wheaton. The program included a talk by Dr. Stewart Gillmor, Professor of History and Science at Wesleyan Univ. His subject was about the Scientific Radio Research made with the Russians in the Antarctic. Dr. Gillmor was part of the team so knew his subject well. His talk was enhanced by a very interesting film clip. Members were happy that Allen Barnabei who has been on the 'binnacle' list for the last year was able to attend.

XI ELMO N. PICKERILL - April 9 1981
Earl Korf reported the Chapter had recorded 71 members and guests attending their very fine meeting held at Bahr's Nautical Restaurant in Highlands NJ (Nice view of Sandy Hook and very Salty atmosphere). A visit to the Twin-Lights Historical Museum located just a mile away was visited after lunch. Member Jeff Azoy who helped t to build the replica of Marconi's early equipment used here in 1899 told memb3rs about the 10 inch spark coil, the coherer, receiver and other units he built. His old spark was keyed for the interest of all.

Mrs. Gioia Braga, daughter of Sr. Marconi had planned to attend the meeting, however was detailed in Italy. She sent a message of regret which was enjoyed by those present. She indicated she would attend a meeting of the Chapter at the earliest opportunity after returning to the USA.

XVI GONZALAS (VANCOUVER ISLAND) CHAPTER - May 23 1981
The "Dean" of Wireless Men in Western Canada, Jack Bowerman (SOWP-S/SGP) who became a Silent Key May 1 1981 at age 95 was Honored posthumously by most of the members on the "Island" able to attend as well as some from the Mainland according to Dave Smith, Sec/Treas. of the Chapter. "Jack's" FS was 1906 when assigned to the UWT Station on Stuarts Hill (just back of Ross Bay Cemetery in Victoria). Luncheon was held at the Captain's Palace Restaurant in Victoria.

(CONTINUED ON PAGE 34)

★ DON'T JUST SIT THERE. WRITE AN OLD "BUDDY" - TODAY!



A.R.R.L.

**Southwestern
Division
Convention**

October 9, 10, 11, 1981

PRESENTED BY



**SCOTTSDALE
AMATEUR
RADIO CLUB**

TECH. SESSIONS - LADIES PROGRAM - EXHIBITS - PRIZES -
WOUFF HONG - WESTERN STEAK DINNER - TOUR SENATOR GOLDWATER'S
SHACK - ALL AT THE SAFARI RESORT IN SCOTTSDALE - ARIZONA

You are Invited to . . .

Visit us at Scottsdale

John Elwood will greet you

THE SOCIETY OF WIRELESS PIONEERS, INC., HAVE BEEN INVITED TO PARTICIPATE IN THE FORTHCOMING CONVENTION OF THE A.R.R.L., (SOUTHWEST DIVISION) AT SCOTTSDALE, ARIZONA ON OCT. 9, 10, 11 TH 1981 AND WE HAVE ACCEPTED.

THE CONVENTION WILL BE HELD AT THE RAMADA SAFARI RESORT, 4611 NORTH SCOTTSDALE ROAD, SCOTTSDALE, ARIZONA 85251.

ARRANGEMENTS HAVE BEEN MADE BY THE SARC CONVENTION COMMITTEE TO HANDLE ALL BUSINESS PERTAINING TO THE CONVENTION WHICH INCLUDES ADVANCE RESERVATIONS, LUNCHEONS AND DINNERS, BUS TRANSPORTATION, ETC. ALL CHECKS SHOULD BE MADE OUT TO THE SARC CONVENTION COMMITTEE FOR BOOKING/S.

MR. JOHN N. ELWOOD, VICE PRESIDENT (MEMBERSHIP) HAS AGREED TO ACT AS HOST FOR THE SOCIETY AT A BOOTH WHICH SARC WILL PROVIDE.

WHILE THE CONVENTION IS, OF COURSE, ORIENTED TO 'AMATEUR RADIO' AND ITS MANY PHASES, MEMBERS OF SOWP WHO ARE EITHER AMATEURS OR NON-AMATEURS WILL, WE THINK, ENJOY THE CONVENTION AND FIND GREAT INTEREST IN THE DISPLAYS AND STATE OF THE ART. THE CONVENTION IS ONE OF THE 'BIGGIES' PUT ON BY AN ARRL AFFILIATE.

YOU ARE INVITED TO VISIT THE SOCIETY'S BOOTH WHERE JOHN WILL DISPLAY HIS OUTSTANDING COLLECTION OF TELEGRAPH KEYS - PERHAPS ONE OF THE BEST IN THE WORLD. HE WILL BE GLAD TO GREET YOU AND DISCUSS SOCIETY MATTERS.

SHOULD YOU HAVE SOME FREE TIME, JOHN WOULD APPRECIATE HELP IN MANNING THE BOOTH AS RELIEF AND ASSISTANCE WILL BE NEEDED. LET JOHN KNOW IF YOU CAN HELP. HIS QTH: 5716 NORTH 34TH DRIVE, PHOENIX, AZ 85017. HAM CALL - W7GAQ. PHONE: 602-973-4091.

PRESIDENT OF THE SOCIETY, JUDGE JAMES HARVEY BROWN, W6VH HAS ADVISED HE WOULD TRY TO ATTEND IF POSSIBLE, CONTINGENT ON A VERY BUSY SCHEDULE. SECRETARY BILL BRENNIMAN WILL ALSO DO HIS BEST TO ATTEND, HOWEVER THIS IS ALSO CONTINGENT ON PROGRAMS AND SCHEDULES WHICH ARE TIGHT.

WE WISH TO THANK THE SCOTTSDALE AMATEUR RADIO CLUB FOR THEIR INVITATION AND WE HOPE THEY HAVE A HIGHLY SUCCESSFUL CONVENTION.

Convention Rates

	Each Person
ADVANCE REGISTRATION (\$7.00 at door)	\$ 6.00
WESTERN STEAK (22 oz.) DINNER (limited) (\$20.00 at door)	\$19.00
LADIES LUNCHEON/PROGRAM	\$ 8.50
TOUR SENATOR GOLDWATER'S SHACK (limited)	FREE
BUS TRANSPORTATION TO SENATOR GOLDWATER'S SHACK	\$ 2.00
(admission by bus only)	
FLEA MARKET TABLES (one table, two chairs, Saturday only)	\$ 5.00

HOTEL RESERVATIONS CONTACT:
Ramada Safari Resort
4611 North Scottsdale Road
Scottsdale, Arizona 85251
(602) 945-0721

MAIL TO: SARC CONVENTION
P.O. BOX 3073
SCOTTSDALE, AZ 85257

SOWP CHAPTER NEWS

XVIII CENTRAL GULF COAST - July 11 1981

New Orleans -- July 11 1981. A new Chapter was formed at an organizational meeting called to order by Lamar Hutchinson who has expended a great deal of time and effort bringing members of the area together at a very fruitful meeting held near the New Orleans Airport.

Officers elected at this organizational meeting are as follows:

Director - Lamar T. Hutchinson 3613-V (W5NUH)
(QTH) 356 West Ave. Harahan, LA 70123
Sec/Treas. Russ Harwood (C.R.) 1399-V +++
Program Chairman - H.A. "Jock" McLaren 1111-SGP W5FGO
Area Reps. (LA) E.B. "El" Charlton 3565-V W5MO
(AL) William H. Colvin 1177-SGP K4HON
" (At Large) H.G. "Hal" Voekel 3203-M WD5GSU
" (At Large) Edw. "Lee" Tilton 2124-SGP K5PME
CHOP (*) Malcolm Taylor 3444-P W5SIW
CHOP (*) H.G. "Hal" Voekel 3203-M WD5GSU

TENTATIVE NET SCHEDULES - WEDNESDAYS

CW NET 7:00PM CDST 7048 W5SIW "Sparks" Taylor
SSB NET 8:00PM CDST 7048 N6SL "Ben" Rusell

HONORARY CHAPTER MEMBERS include: Bill Breniman, Founder SOWP & Exec. Sec., Phyllis B. Stevenson - VP Chapters; Joe Penot - Exec. VP ROU, Dist. 3 NOLA; Bill Stanley - Host "Breakfast Edition" NOLA; James Guin - Goodwill Ambassador & Research Specialist.

EDELWEISS (SWISS) CHAPTER MEETS - March 7 1981

Director Eric Walter reported a very fine meeting of Swiss members on the above date. The annual meeting included a visit at Station HEB and to a multipurpose station from PTT near Berne (Relay station for radio & TV for remote regions). Our Swiss Chapter is growing. Any of our SOWP members visiting Switzerland should contact Eric. They would be glad to have visitors attend their meetings or help them in any way during their stay in Switzerland.



Book Reviews

SALTWATER BOOKSHELF

SS.LEVIATHAN VOL.5

ADDRESS: FRANK O. BRAYNARD
98 Du Bois Avenue
Sea Cliff, NY 11579

LEVIATHAN-WSN/WSBN
VOLUME "V" READY

Frank O. Braynard has set a Hall Mark in Maritime publishing with his Series on the S. S. Leviathan ... a real classic. The low number published will cause them to become a rarity within a very few years and we predict that original volumes will become exceedingly valuable.

Frank has long favored the Society with many of his stories and pictures which have been published in our Ports O' Call or Journals. He has in the past even favored members with a discount on these publications and for a limited time he will extend the same offer on his latest volume (No. V) which is of particular interest to our members as it carries a lot of pictures and information on the Leviathan's Wireless and the men who operated aboard this ship.

The List price of this Volume is \$45.00. It contains 320 pages, 150 photographs with a 64-page picture section.

If you care to order a copy he will sell it to SOWP Members for \$35.00 plus mailing cost of \$2.00 or \$37.00. This is a savings of ten dollars. Other issues are still available (some in short supply) as follows:
Volume 1 - \$28.00; Vol. 2 \$28.00
Vol. 3 \$28.00 Vol. 4 - \$40.00

One has to see the beautiful litho job and quality of these books to realize that they are 'one of a kind' series reflecting the infinite knowledge of sketching, pictures and journalism that a "Master of his craft" has created in this series. I predict they will be 'out of print' in a short period of time.
W.A.B.

MARITIME ANTIQUES

BOOK REVIEW

A New and Novel type of book

MARITIME ANTIQUES

An Illustrated Dictionary

Publication date: April 20 1981
Author: Alan Major
Illustrated by Barbara Prescott
Hardcover, Jacketed, 254 pages.
Price 12.95
PUBLISHER: A.S.Barnes Co. Inc.
11175 Flintcote Ave. San Diego,
Calif. 92121.(Leigh Ann Lebuda)

We think this is a rather unusual book, full of fascinating information. Now we have a guide that is illustrated covering the world of nautical collectibles.

Today, antique collecting is more than just a hobby, and this guide by Alan Major is an excellent source of information for anyone who wishes to invest in collectibles from the sea. From A to Z, this special reference work describes maritime pieces and their origins, as well as the mariners who designed them for both profit and amusement including ship models, seaweed pictures, pebble jewelry, scrimshaw work, boat fittings etc.. It is a book many of our marine buffs might enjoy, especially those interested in antiques and collectibles.
W.A.B.



TUNA FISHING



WITH

FRANK SCHWELLA & ROBERT R. KELLY

TUNA FISHER
by
FRANK SCHWELLA

I first sailed on the tuna clipper M/V Sao Joao/WFEL out of San Diego in 1935. The transmitter was a Loftfield and Brown self excited push-pull oscillator with a pair of 852 tubes. The main frequency of operation was 36 meters.

THE BROWN OF LOFTFIELD AND BROWN WAS JAMES HARVEY BROWN, NOW JUDGE JAMES HARVEY BROWN, SOWP PRESIDENT.

The ship's radio operator, in addition to his radio duties was also a fisherman. The tuna was all caught with a hook and line, not with nets as is done now. The line was 1/4 inch rope about 7 or 8 feet long terminating in a barbless hook with a feather lure called a "squid". When the fish weren't biting too good, we baited the hook with live bait, carried in bait tanks.

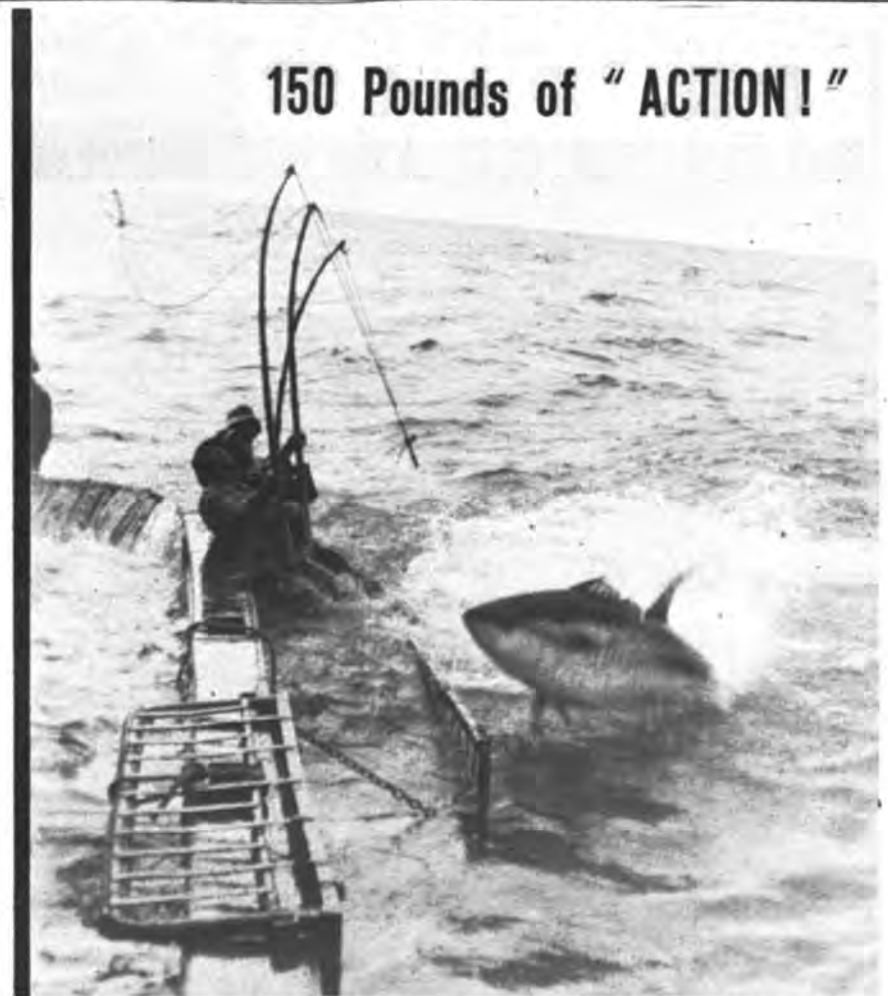
The fishermen stood in racks over the side of the boat. The idea was that when you got a strike to man-handle the fish to the deck before the fish pulled you in the ocean - no mean feat! When the fish were running large, as many as 4 men had their poles all attached to one large hook.

When the deck was full of fish, they were put in the hold with crushed ice to keep them cold. Later, the boats used cold brine instead of ice. It was usually after dark before the fish were iced down and the boat cleaned up. The next morning at dawn, you started the whole cycle over. When you were fishing, there was no time for radio, just fishing. The radio was just a spare time job!



Shark Telco

Reach out and ~~touch~~ bite some one ?



TUNA - RADIO ON THE SIDE BY ROBERT R. KELLY

In February of 1941 signed on the MV DEPENDABLE/WLEH. Wages to be \$175.00 per month for radio plus a bonus of .25¢ a ton for fishing, passing fish, bait and wheel watch. The radio work was to check with the fleet for available bait, keeping track of those fishing and how they were doing.

Later signed on the MV MAGGELLAN/WNNP with a Japanese crew. Bonus increased to \$1.00 a ton!

The radio equipment was on an upper deck. Transmitter installed in a large switch box mounted on the bulkhead. Motor generator for power. Receiver similar to a NC100A. No low frequency gear, confining our operating to the 6.4 MHZ marine band.

Last trip on the MAGGELLAN was to take almost 3 months. We fished at Alijos Rock, Clipperton Island and Uncle Sam Bank. With 90 tons onboard we head for Sta. Cruz Island, the Galapagos. It is here our load is completed with large tuna.

While off lower California December 7, 1941 we learned that Japan had bombed Pearl Harbor. The crew agreed to continue on to San Pedro.

It had been a pleasure to work with this Japanese crew. After unloading they would be interned in a camp.

Pictures on this page furnished by Robert R. Kelly



MV. MAGELLAN GALAPAGOS



FISH ON !



TUNA LANDED !

Tragedy at Scotch-Cap Lighthouse - Unamak



HUNDRED-FOOT "TIDAL WAVE," or tsunami, wrought impressive destruction at Scotch Cap, Alaska, in 1946. Reinforced concrete lighthouse that appears in top photograph was demolished, as shown in lower photograph, which was made from a higher angle.

Atop the plateau a radio mast, its foundation 103 feet above sea, was also knocked down. Lighthouse debris was on plateau. Same tsunami, started by an Aleutian Island earthquake, hit Hawaiian Islands, South America and islands 4,000 miles away in Oceania.



Home-Brew Condenser

HAVE YOU ever heard of a beer-bottle transmitting condenser? Read on and I'll tell you how to make one.

In April of 1917, I was hired by Libby McNeil & Libby to go north and operate radio station KMG at their salmon cannery at Nushagak, Alaska, on the Bering Sea. Our ship, the square-rigged three-masted bark, *Standard*, sailed north from San Francisco, and thirty six days later ran aground on the rugged Alaskan Coast. Everything went down, including a lot of much-needed replacement radio equipment for the station. We were in the lifeboats for four days, lost, with no compass, and little food. But that is another story.

I had brought aboard the *Standard* a one-inch spark coil for transmitting and a small receiver, both battery operated. With a haywire antenna strung up to the after-mast, the rig was capable of transmitting and receiving to about a hundred miles. When we ran aground I sent out an SOS which was picked up at KMY, Naknek.

Because of my SOS, we were finally picked up by tugs and towed into the cannery. The radio shack was a little one-room frame cottage, detached from the cannery buildings. Two seventy-five foot masts supported the antenna.

The radio equipment wasn't anything to write home about. The receiver was a Haller-Cunningham

600-meter job using a galena or carborundum crystal detector. The transmitter was about one and a half kilowatts, open-spark gap, helix, and antenna ammeter, everything nicely corroded. Then there was the condenser, truly a work of art and ingenuity.

Evidently, in the previous summer the regular condenser had blown, with no spares available closer than Seattle, two thousand miles away. So our intrepid operator genius, after much mental anguish and sweat, had made his own. Getting two galvanized wash tubs, like that Grandma used to wash Grandpa's "Long Johns" in, he filled each tub almost full with a saturated solution of salt water. Then he scrounged around the cannery for about two dozen empty beer bottles. Filling each bottle to within two inches of the top with the same salt water solution, he stuck a piece of wire into the neck of each bottle, leaving some of the wire sticking out at the top. Then, all of these wires were connected together, forming one side of the condenser. The two washtubs, connected together, formed the other side. Crude, but it worked. Allah be praised.

I operated KMG all that summer, keeping schedules and handling traffic with other canneries and ships. Occasionally I would hear a sharp "plop" as the high voltage would break through the glass of some bottle. To fix it, I merely pulled out the offending bottle, put in a new one, and KMG was back on the air.

I have often wondered what the note sounded like. — Howard A. Cookson, W2GW

AS TOLD BY ANDREW P. SALLET

I enlisted as Radio Operator in the U. S. Coast Guard in 1938. When war broke out I was Chief Radioman. During early duty, while assigned to the USCG Cutter *Haida* in Alaskan waters, I was assigned to the Light House at the entrance to Unimak Pass. The name was the SCOTCH CAP LIGHTHOUSE. Our call was NNHK. My duty was that of handling the radio station and also as "weatherman". This required a license from the U. S. Weather Bureau which I obtained.

This was a 'time period' when the U. S. Coast Guard took over the Lighthouse Service. I served at this station for 18 months before being relieved at which time my tour of duty was over so I returned to New York where I re-enlisted and was assigned to USCG Station NMY.

While at the New York station I heard reports that a huge tidal wave swept over much of the island and took the lighthouse and whole corner of the island, killing off everyone who was at Scotch Cap Lighthouse and nearby at the time.

I have found two pictures which I am enclosing of station "NNHK" and the Lighthouse at SCOTCH CAP. One is of the station as it appeared before the lighthouse and station were destroyed and the second shows the devastation after the 100 foot tidal wave. The beacon, radio and weather were very important to ships transiting UNIMAK PASS at the time and presume even more so today.

I thought this would be of interest so passing it along for any use you may wish to make of it

NUSHAGAK WATER

At Nushagak, Alaska, in 1930, I found a newly built shack and an almost new set of equipment which had been assembled and used the previous season. The 'tx' was a marine emergency rig by RCA and the 'rx' was a new model of the famous Navy Standard. The gear was of low frequency design. High frequency had not come to Alaska yet. Transmitter was capable of 200 watts, but output coupling sealed by the R.I., for no more than 50 watt output.

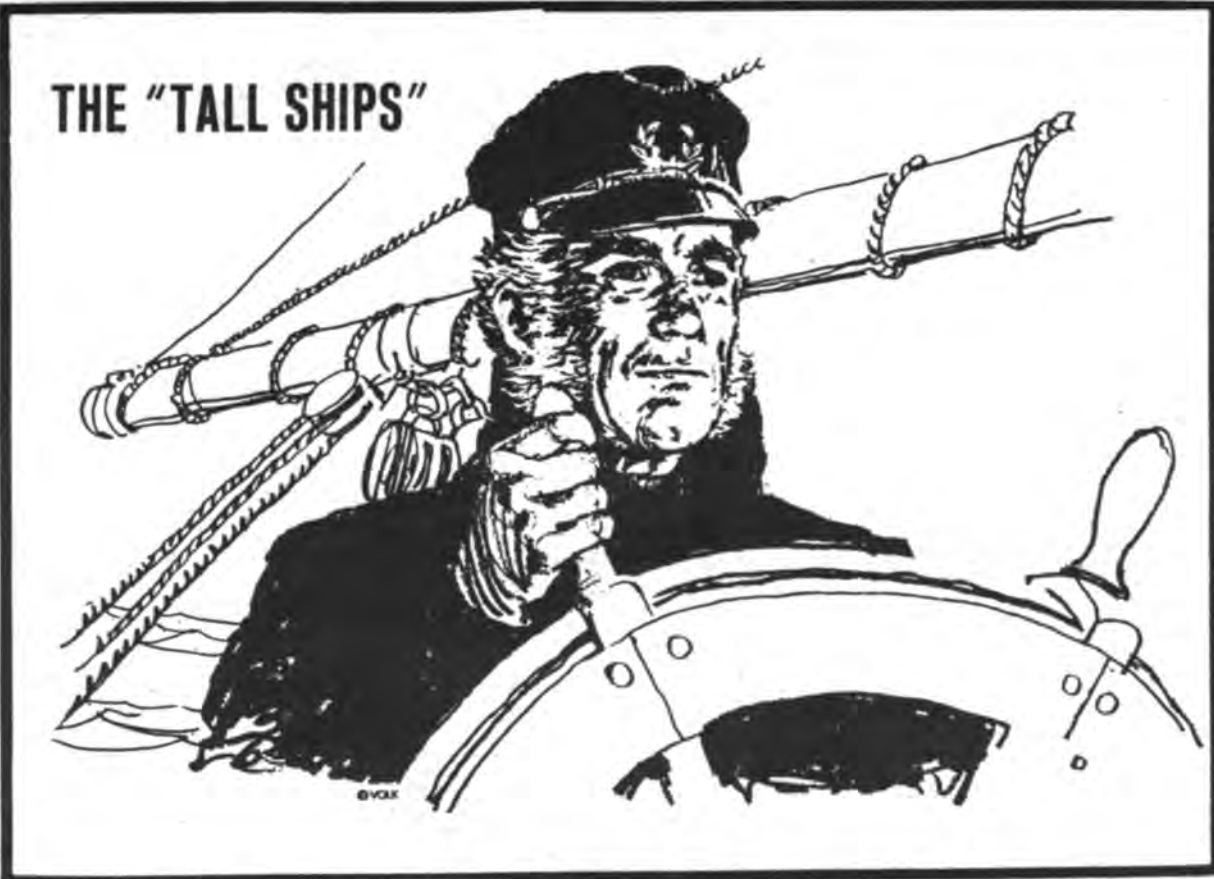
Fired up the tx but no rf. Also, no book, no diagram, no spare parts. By the panel meters, I could see that the only thing missing was antenna current, but the antenna appeared to be okay. With mgs shut down, checked over the innards and felt for loose connections—none. On a hunch, suspected the grid leak resistor, but what could I substitute? Finally came up with a piece of gauge glass from the cannery boiler room. Filled it with 'Nushagak' water, plugged the ends of the glass tube with corks and inserted a wire electrode through each cork and replaced the grid leak with this mess. Presto, antenna current on the first test. Used this water resistor all season with success except that once a week would have to disassemble the leak and clean out the moss and renew the electrodes. Do not guarantee this device will work with any old water. Recommend Nushagak.

Donald T. Wright

P.S... Another thing about Nushagak water - it tasted good and so one afternoon, between skeds, I put on boots and a mosquito repelling headnet and sloshed over the soggy tundra, following the elevated pipe-line to locate source of this very fine water. In a little while I came to a crystal clear spring pool at the base of a clay bank and the pipe-line inlet.

After sampling water from the cold pool, I glanced to top of the bank above the spring and saw what looked like a small wooden cross staked into the ground. Scrambled up the bank for a better view and you guessed it - a grave headboard and others like it all around - an old Indian burial ground. No wonder the water was clear after being filtered through those many bones just above.





THE "TALL SHIPS"



Brigantine

As a class of brig, the brigantine has two masts. The foremast, made of three separate spars, is square-rigged. The mainmast, however, is made up in two spars and carries a fore-and-aft mainsail, over which are two or three yards from which are rigged a square main-topsail and (when there are three yards) a topgallant-sail. No sail is carried on the lower, or main yard.



Hermaphrodite Brig

This type vessel has the foremast of a brig and the mainmast of a schooner. The mainmast is made up of two spars and carries no yards or square sails (as does the foremast). It has a fore-and-aft mainsail and a gaff topsail. With the complicated squaresail rig only on the foremast, this rig offered the advantage of a small crew.



Schooner

The schooner has two or more masts, all of which are fore-and-aft rigged. The sails can be either full triangle or gaff-rigged (as above). Schooners were popular in coastal trade work and as off-shore fishing boats — widely used off North America. Most popular of the rigs were the three-masted schooners (above) which could be handled by a captain, mate, cook, and four crewmen. Many four-, five-, and six-masted schooners were built. One seven-masted schooner was constructed.



Topsail Schooner

The topsail schooner is a schooner with a little of the squaresail on the foremast. The foremast and its sail plan are nearly identical to the mainmast of the brigantine: a square fore-topsail and fore-topgallant sail over a fore-and-aft foresail. Both masts are composed of two spars, but the lower foremast is a little shorter than the corresponding spar of the mainmast.

Beauty is in the Eyes of the Beholder



Ship

The designation "ship" is properly restricted to the full-rigged vessel — large, square-rigged, with three masts each carrying a full complement of square sails. Each mast is composed of three separate spars — a lower mast, a top-mast, and a topgallant mast. In addition to the square sails on the mizzenmast (closest to the stern), this example also carries a schooner-type gaff-sail called the spanker.



Bark (Barque)

A bark is traditionally a three-masted vessel having her foremast (closest to the bow) and mainmast (in the middle) square-rigged — that is, with rectangular sails hung from yards. The mizzenmast (third from the bow, the last one in this example) is rigged with fore-and-aft sails. In recent times, huge four- and five-masted iron barks were built.



Barkentine (Barquentine)

The barkentine is a three-masted vessel having only the foremast square-rigged and the main and mizzenmasts carrying fore-and-aft mainsails and gaff topsails — rigged and designed to be handled by a small crew. Sometimes one or two additional schooner-rigged masts were added to make a four- or five-masted barkentine.

Few sights can generate the warm glow of appreciation in a sailor that a full rigged ship under canvas can bring. In days gone by we used to pass them infrequently as they generally sailed in latitudes little used by passenger ships or cargo carriers to take advantage of the best prevailing winds from port of demarkation to port of destination.

The fleet of tall ships that sailed yearly to take part in the salmon pack of the rich Alaskan waters was perhaps the last great "Hurrah" of the Windjammers on the West Coast of the United States.

The year of 1976 furnished an event which the world may never witness again. It was the Bicentennial Visit to American ports of many of the remaining "Tall Ships" and their crews. Described as a dramatic salute to a historic past, some 225 sailing vessels from 28 countries took part in the gigantic celebration honoring the role of "wooden ships and iron men". Thanks to the great imagination of one man who had the ability to promote his idea, hundreds of thousands of people had the last opportunity they may ever have of seeing a fleet of these great tall ships parade in New York Harbor and after short respite, show in other Atlantic Ports the summer of 1976. The man responsible was Frank Braynard, who became the General Manager and driving force of "OPERATION SAIL" as we all remember the event. We are proud to mention that Frank Braynard is an Honorary Member of the Society of Wireless Pioneers, Inc. We salute this gentleman whose dreams became a reality ... a passing of the Tall Ships on review before sailing into the mists of obscurity but not of memory. W.A.B.



Brig

The brig is a graceful craft having two masts, both of which carry square sails. On the mainmast there is a small, schooner-type gaff-rigged sail. There are three types of brigs — the full-rigged brig (above), the brigantine, and the hermaphrodite brig (both pictured elsewhere). In all three types, the foremast is made of three separate spars and rigged with square sails, but the main (or after) mast has a different sail rig in each case.

Silhouettes used were drawn by Charles G. Davis - Courtesy of Peabody Museum, Salem, Mass. We also give credit to the Christian Science Monitor of Boston for permission to reprint, and to Frank Braynard for invaluable aid over many years.

WHEN WIRELESS WAS IN FLOWER

By HERMAN SWERDLOFF

MAY, 1935

On the six hundred meter wave
Where the ocean watch is kept.
By the Knights of the Kosmic Key
When the seas by storm are swept:
On the six hundred meter wave
Where a thousand tube sets peep.
Sits a Knight of the Kosmic Key,
Listening, sound asleep.

His listening days are over
For the sparks will sigh no more,
And now the tubes are singing
Like birds upon the shore;
His face is weather beaten,
His whiskers are all grey,
On many a rolling vessel
He's spent a stormy day.

His eyes are dark and sunken
From straining at the mill,
While copying distant signals
That come from Frisco Hill;
His fingers now seem twisted,
He wore them at the key,
A pounding out those signals
When they were C Q D.

His troubles now are over,
He'll never feel a pain,
No more he'll cuss the static,
Nor hear the sparks again;
When wireless was in flower
And everything was spark,
It took a pile of knowledge
To percolate an arc.

Now female "Sparks" have tickets,
And as for brains, they're dumb,
But skippers like fair faces
And so we're on the bum;
Our glory now is faded
For the sparks are silent now,
And the female "Ops" are different,
They do not savvy how.

It's hard to raise these ladies,
They're never on the job,
They're somewhere in the fo'c'sle
In love with some big gob;
They like to be romantic
And act just like a fool,
They boast a gold diploma
From a correspondence school.

Remember the big old coffin
When Two Kay Double You
Went sailing thru the porthole
And split the azure blue?
Today they call it radio,
'Twill never be the same,
For the "Sparks" are all fair maidens
If this "female" sailors' game.

In the days of feline whiskers
And monster tuning coils,
The shack was filled with ozone
And burnt condenser oils;
But now the smell is different,
Like roses in full bloom,
When "Sparks" begins to pound her key
She sprays it with perfume.

When wireless was in flower
The ships were wooden then,
And the "Sparks" were made of iron
But now the "Sparks" are hens;
When the skipper wants a bearing
He's full of courtesy,
Polite in every manner,
For "Sparks" is now a "She."

She is a flaming beauty,
A "Siren" of the Sea,
She's got the whole crew going
With her smiles and flattery;
She's nice and soft on starboard,
And about the same on port,
She's built just right amidships,
But her stern is slightly short.

Her decks are trim and sneaky,
She carries riding lights,
She knows her navigation
And keeps her bearings right;
She never is too heavy,
For she's balanced in the beam,
Though a little light in the fo'c'sle,
She sails with plenty steam.

When wireless was in flower
Oh how the brass did shine,
To watch old "Sparks" performing
The passengers stood in line;
When wireless was in flower
The "Sparks" were quite a sight,
They courted gallant ladies
Upon the deck at night.

But those dear old days are passing
When wireless was in flower,

And every old brass pounder
Was the hero of the hour;
On the seven stormy oceans
The sparks sang high and low,
When the seas ran high and heavy
And the gales began to blow.

Remember the old Republic?
When she went down to sea
The papers carried the story
Of a Knight of the Kosmic Key;
But many and many's the story
That never has been told
Of the "Sparks" who stuck to duty,
And died so brave and bold.

When wireless was in flower
The "Sparks" the sea did roam,
On packets and tramp freighters
From foreign ports to home;
The "Sparks" of old were gallant
Upon the silver wave,
They had some narrow squeezes,
Sometimes a watery grave.

It happened out of Frisco
When a monsoon gripped the sea,
And every man stood by the pumps
But "Sparks" stood by his key;
The ship began to settle
But the ocean code was kept,
They never found a trace of "Sparks"
When the starboard deck was swept.

When wireless was in flower
The "Sparks" were known by name,
By their deeds and heroism
They rose to lasting fame;
Now you never hear their glory
Nor how they played the game,
But on a granite monument
You'll see a Komrade's name.

When wireless was in flower
Upon the Seven Seas,
The Komrades of the dot and dash
Shipped anywhere they pleased;
Life on the deep blue ocean
On the deck of a rolling ship,
Rolling down the Rio
On a South American trip.

Sailing east thru Suez
On the road to Mandalay,
From Singapore to Hongkong
And back to Monterey;
A trip to Raratonga
Where the South Sea breezes blow,
Then back to dear old Frisco
To have a sailors' "blow."

On the beach down in Tahiti
Where the calabashes grow,
And the Polynesian beauties
Make every "Sparks" their beau;
Along the coast of Java
Where the coffee planters dwell,
Where the sun beats down upon the deck,
And the air is hot as Hell.

A cruise or two thru Panama,
How you bobbed up like a cork,
As you ploughed the seas off Hatteras
Until you reached New York,
Three months upon a tanker;
Oh Lord, how she did roll,
She turned upon her belly,
And stood up like a pole.

Sailing down the West Coast
With a cargo full of wood,
On your way to old Havana
Where the champagne tastes so good;
A summer in Alaska
Where at night the sun does shine,
Where the white man and the Eskimo
Don't draw the color line.

A trip to Madagascar
Where the fierce monsoons are born,
A voyage up the Congo,
Six months around the Horn;
Crossing the old Atlantic
On your way to Liverpool,
Keeping "tabs" on leeches
That make the air so cool.

Passing old Gibraltar
Just off the coast of Spain,
Clearing Barcelona
For Frisco once again;
Recall that jovous feeling
When you were homeward bound?
On that long trip from the Orient
To the shores of Puset Sound.

Retiring Honolulu
With a kilowatt of spark,
When wireless was in flower
Before the days of Arc:

Remember how the signals
Of W S A
Caused Q R M in Rio,
Five thousand miles away?
Copying press from London
In Australia, far away,
Clearing the "Gang" in Frisco
While lying in Bombay;
Copying ticks from Arlington,
And then from P O Z,
With a crystal and "Cats Whiskers"
While in the China Sea.

The air was not so crowded then,
The Ops used courtesy,
And everytime they signed off
It was always "73";
These ladies use bad language
When they pound the Kosmic Key,
"Say, use your other foot, Old Man,
Your sigs are Q R Z."

They've changed the old "Q" signals
That began with P R B,
And when you heard a traffic call
It began with "Q S T."
Yes, everything was different
When Q R S was free,
Before there was a "Tickler"
Or "Radio Frequency."

When wireless was in flower
Before the birth of "hams,"
In prehistoric ages
When Noah's "Arc" had lambs;
To every old Brass Pounder
Marconi was a god,
He gave us long range tuners
With double sliding rods.

When wireless was in flower
Before tubes were designed,
We never heard of grid leaks
Nor super heterodynes;
We had no magic circuits
Invented by some rube,
Our "plates" were in the galley
And not inside a tube.

Recall the Old Rock Crusher
And the spark gap's ozone smell,
When three and twenty amperes
Crashed on the ocean swell?
We never had no trouble,
The spark gaps always worked,
Her note was sweet and mellow,
And the cycles never jerked.

When wireless was in flower
The seas were always rough,
The skippers all were hard boiled,
And the mates were very tough;
You had to be a fighting man
And always know your stuff,
To "savvy" a belayin' pin
When you called the bos'n's bluff.

But skippers now are gentlemen,
Those fighting days are past,
The mates act just like chevaliers,
For "She's" behind the mast;
The cook down in the galley
No longer mixes hash,
He bakes her pies and pastry
That cost a pile of cash.

"My dear Miss Sparks," the skipper said,
As he doffed his cap at her,
"I'm glad to raise your salary
To a hundred and fifty per;
I know that you're important
In a grave emergency,
And all my crew are highly pleased
With your personality."

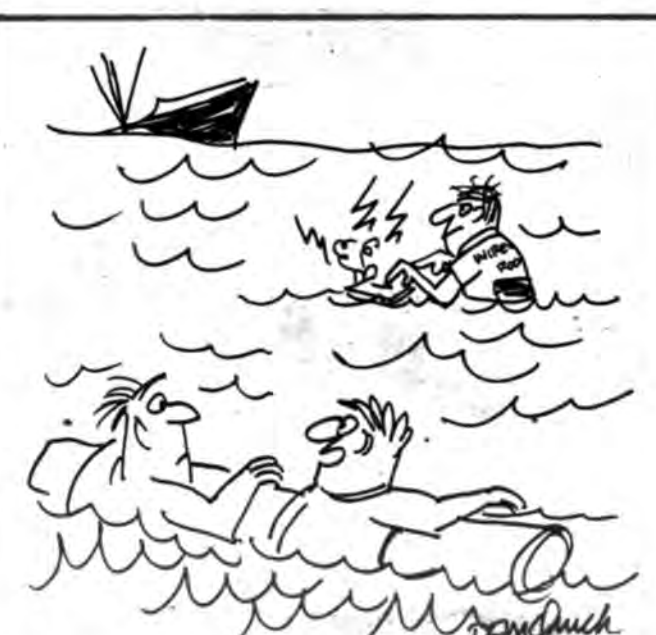
The wireless "shack" is empty,
It doesn't seem the same,
It has a "super pile o' junk"
That's nursed by some young "dame."
This lady has her boudoir
Where the Leyden jars once lay,
To keep her buttons shining bright
She has a private maid.

But that's all passed behind us,
Long ago and years a few,
And there are no sparks a sighing
Upon the ocean blue;
We mourn their tragic passing
As sweethearts mourn their loss,
For we were bosom shipmates
Beneath the Southern Cross.

Those rolisterous days are passing,
The "Sparks" will sign no more,
For the "gang" of old brass pounders
Are sleeping on the shore;
A thousand keys are silent,
Their pounding days are done,
For the "Sparks" are gone forever,
But their memory lingers on.



"ALL THOSE SAILINGS... WINE BINGES IN PARIS... PARTIES IN SINGAPORE... JOINTS IN JAPAN, I TELL YOU BUDDY - LIVES A BIND."



I SUPPOSE THAT'S ALL THEY KNOW."



YOU SEND THAT 'SOS' THE WAY THE MANUAL SAYS AND FORGET ABOUT THE MUSICAL BEAT!



STILL HAVING TROUBLE WITH THE GENERATOR?

DOGGEREL BY 'SPARKS'

I am a Radio Operator and I live along the deck;
I feel so dreadfully lonely; for I have no friends, by heck.
Whenever people see me they curse me on the spot,
For my iddy-iddy-umpty and my dot-dash-dot.

And engineers who hear me, a-talking in the night,
In little dots and dashes, get such an awful fright;
They think of their old dynamos and all that ancient lot,
Being busted by my umpty and my dot-dash-dot.

I am quite inoffensive and I only aim to please
But really cannot help it if the dynamo should sneeze;
It may be just a local fault, and then perhaps it's not,
But do not blame it always on my dot-dash-dot.

For when the ship is quiet, to my neighbor I discourse
In the longs and shorts invented by the late Professor Morse
So if you hear us talking, don't seek us out to swat
For our iddy-umpty and our dot-dash-dot.

And if it is your urgent wish, a radiogram to send
I'm glad to help you all I can to gain this noble end
The charge is small and service good - I'll run it off quite hot
With my iddy-iddy-umpty and my dot-dash-dot.

--J.E. Kitchin
S.S. "Canadian Coaster" (1926)
SOWP - 84-SGP
Submitted by Merle Ballou

... Since the days of Marconi

A RENDEZVOUS WITH CHARLIE BROWER



AT POINT BARROW



In "SPARKS" Vol 1 NR 2 for the spring of 1974, I was particularly interested in the story of "Bristol Bay 1924". During this period I was aboard the USCGC UNALGA and we visited Bristol Bay several times on patrol.

I recall seeing at least 15 or more sailing ships anchored off the canneries. The most beautiful sailing ship I have ever seen was the "CITY OF SIDNEY" under full spread of canvas.

As I recall it was in the late summer of 1924 that while on watch I picked up a call for help from the STAR OF FINLAND. She was becalmed and drifting close to the beach in Unimak Pass. Her anchor would not hold and she was in immediate danger of going ashore. Since the UNALGA was at the dock in Alaska and only a few hours from Unimak Pass, we immediately got underway and steamed to her assistance (I mean steamed as the USCGC UNALGA was a coal burner). Fortunately, we arrived in time to put a tow line on her and take her far enough offshore that she could catch a wind.

I am enclosing a snapshot taken from the stern of the UNALGA and showing the tow line to the STAR OF FINLAND.

I recall well the submarine type of transmitter mentioned as being aboard the star cannery vessels, as we had a similar transmitter aboard the UNALGA for use as a standby transmitter. Our main transmitter was a telefunken 1-1/2 KW quenched spark gap transmitter with the adjustable helix for maximum radiation as indicated by the hot-wire amateur. As I recall we never cut out any of the spark gaps to reduce radiation, and as a result our signal cut through QRM like a hot knife through butter. In justification I can say that such power was necessary at times due to the Japanese spark QRM, especially on 500 KHZ. Our receiver was a Navy type SE-1420 with audio amplifier and long wave loading unit. We also used this receiver to communicate with nearby ships using a wet finger on the B battery terminals

* * *

An incident occurred in 1924 that you may or may not care to publish. However, it was bandied back and forth among operators in Alaska at the time.

The ADMIRAL WATSON, while on a cruise from Seattle to Alaska, was only a few hours out of Ketchikan, and had radioed her arrival time to the Navy radio station at Ketchikan NVH. It is presumed that the operator at NVH had been sampling some of the arc juice (alcohol). Anyway, he apparently advised the operator on the WATSON (whom I personally knew and who I must admit was pretty green) that "the town was all shook up, something like an earthquake". This was the word that was passed to the skipper of the ADMIRAL WATSON who immediately broke out emergency supplies and recruited help from the passengers to handle any medical needs. The ADMIRAL WATSON also increased speed to arrive earlier. The remainder of the incident is history. I never could find out if any disciplinary action was ever taken. Probably all hands arrived at the conclusion it was best to just forget it.

* * *

While I was aboard the USCGC NORTHLAND and during her arctic cruise of 1934 we broadcast a program off Point Barrow, Alaska under the auspices of CBS.

CBS had installed a Collins transmitter and loaned us an engineer to conduct the broadcast. It was heralded as the first Arctic-Antarctic radio hookup with the Byrd Antarctic expedition 1. As I recall it the frequency was in the neighborhood of 19 MHZ.

Am enclosing a postcard of the event.

1934 ARCTIC CRUISE of the U.S. Coast Guard Cutter NORTHLAND



EDITOR'S NOTE:

"Ye Ed" had the pleasure of meeting CHARLIE BROWER during a visit to "Barrow" in 1950 at which time he inspected the range station at Point Barrow. As you may recall Wiley Post and Will Rogers crashed their plane not far from Barrow Aug. 15 1935. Charlie Brower relayed the information to the world after an Eskimo had run the entire distance to inform him of the crash. Due to the shifting ice which comes ashore, the range station built near the beach had to be constructed on skids so that it could be moved further inland if ice threatened, which it often did. While at Point Barrow, Ye Ed his PhD in piloting a "Weasel", forerunner of the Snowmobile but large enough to carry considerable load. On this trip he flew to Barrow on a U.S. Navy "Line-haul" aircraft from Fairbanks with Frank Unruh, SOWP Member 2900-SGP (Silent Key June 26 1980). Later Ye Ed in company with "Jerry Whittaker" flew over much of Western Alaska as well as to the Kenai country.

Footnote: While visiting Charlie Brower at his Post Office, Ye Ed could not but marvel at the enormous quantity of MONTGOMERY WARD CATALOGUES - so many in fact they hardly had space to store them in the building. Of course that was long before the "Pipe-Line" and one wondered how there could be that many people in all of Alaska to cart them away on their dog sleds (?)



U.S. COAST GUARD CUTTER NORTHLAND - NRCU

Tied up to flow ice in the Arctic Ocean. Kearns made the trip in 1935



STAR OF FINLAND

Under tow by the USCGC UNALGA - NRCU in the Bering Sea. Max E. Kearns R/O NRCU picked up position. Note seamen in the masts. The skipper just wirelessed the Finland to lower gib sails and thus assist in tow. Tow cable can be seen. Becalmed the Finland was drifting toward the beach. The UNALGA pulled her out so she could safely navigate Unimak Pass. Photo by Kearns.

Alaska.....for Salmon

BY → HUGH H. McFARLANE



RADIO OPERATOR HUGH H. McFARLANE OF THE PERRY L. SMITHERS - KUDZ AT LEFT. (ALSO OPERATED AT NUSHIGAK). At right pix. operator bound for Naknek. 1928

Early in the spring of 1928, half a century ago, I left Bellingham, Washington aboard the SS Catherine D For King Cove, Alaska to serve as radio operator for the Pacific American Fisheries Cannery located there. We called at many ports enroute to drop off cannery workers and supplies. It was very rough across the Gulf of Alaska. The Chief Radio Operator on the Catherine D (KATY) was Mr. George Chinn, a very personable and competent man. The ship had just been outfitted with a new RCA Marine Radio installation CW ICW and IP 501 receiver - everything new, even the "Mill".

We finally arrived at King Cove. The radio equipment there was an IKW Kilbourne-Clark spark and associated receiver. Power was supplied by individual semi-diesel engine and DC generator, which the operator had to start, service and maintain. Call was KJK. Principle station worked was NPG at St. Paul Island. The traffic then went to NPA Cordova and thence to Seattle (NPC ??? Bremerton). Subsequently, I rigged up a UX 50-watt on 40 meters and worked KFT Everett, Wash. with all traffic. For awhile it was real fast, telephone KFT to PAF head offices at Bellingham. Soon the Washington-Alaska Military Cable people raised hell and henceforth I worked through their station at Squaw Harbor.

The PAF Cannery stations that I regularly worked were Squaw Harbor - Mr. Collins, operator; Ikatan - Mr. Pemberton, operator; and the Port Moller Cannery. Pemberton hired me. As I recall, he was a regular PAF accountant and ran the Cannery also. I note that "ey" Pemberton is a member of SWOP, as is Jerry Melville who was the operator aboard the SS Mary D, a PAF ship. ("D" for Deming, the spread owners).

Under the able guidance of Mr. E.B. Morgan, Cannery Supt. for the King Cove, we had a very good 1928 "pack". Most all were Humpies, a few Kings, Silvers, etc. We returned to Bellingham in late September. During the summer, the Herring Schooner "La Marced" anchored in the cove for a few days. As I recall, some of the herring chockers (females) came ashore and we had a dance. I note from SWOP material that Jerry Whittaker was operator aboard the "La Marced" at that time. (I just learned this - after 50 years).



RADIO STATION "KJK" at King Cove Alaska 1928. Hugh McFarlane Radio Operator.

Practically all the salmon were caught in fish traps. The trap sites were owned by the natives - operated by PAF and supervised by the Bureau of Fisheries. Their ship the SS Crane was in the vicinity most of the season. I recall how all concerned, particularly the few people who lived at King Cove the year around, looked forward to the arrival of the mail boat "The Star". Also, the native village Belkofski and the head man, Father Hotovski. He was a good customer and sent many messages to Seattle. Also Dr. Jagger, the eminent Volcanologist, who was studying Mt. Pavloff; and the Bear Hunters, particularly Dr. Knutsen of Oak Park, Illinois, the Aleutian Live Stock Co. Wonder what happened to their enterprise.

Upon my return to Seattle, I was offered a job with the "WOMCATS" the Washington-Alaska Military Cable Co. However, I didn't care for such an assignment at that time. During the Fall and Winter of 1928, I worked for Hopper Kelly Co., Seattle as radio serviceman; then later went with Bill Grabow and Northern Electric Co. making transmitters and receivers for the Alaska Trade. Also, recall George Street of RMCA and his assistant, Stella Cayo (redhead). There was another girl Friday type at the New York RMCA office - "Flo", I believe. Mr. Sanderson of Federal at Pioneer Square; Mr. Wiltzie of SORS, down the valley - I believe they (SORS) were tied in with Kilbourne & Clark some way. O.R. Redfern. Radio Division of Dept. of Commerce at Smith Tower with his long black cigarette holder and ever present cigarette!



PICTURE OF HERRING SCHOONER LA MERCED - KGBH ANCHORED AT KING COVE SUMMER 1928. HUGH McFARLANE DID NOT KNOW AT THE TIME THAT "JERRY" WHITTAKER WAS R/O ON KGBH.

I signed on the SS Perry L. Smithers of the North Western Fisheries Co. early in the spring of 1929. (The next day, Northern Electric said they were going to promote me to be Foreman of the night crew - Oh Well!). The Smithers made several trips to Alaska with workers and supplies for their canneries in the up coming season. At the conclusion of the supplying trips, we went to the Nushagak Cannery at the mouth of the Nushagak River and anchored. I went ashore and operated the cannery radio station for the season.



A TOWING JOB BY THE "PERRY L. SMITHERS" KUDZ. OF NORTHWEST FISHERIES.



KING COVE STATION KJK . RADIO OPERATOR ERNST FROM THE SS REDWOOD . IS VISITOR TO THE STATION. 1928 McFARLANE

The Smithers was fitted with Navy 2KW spark and SE 1420 receiver, etc. which was in good shape. (New RCA ICW emergency transmitter). The cannery station had a 1/2 KW Navy submarine type spark and some haywire receiver. (The receivers were always the worst piece of equipment - more delicate, I guess). Call KNJ.

The main salmon catch were Reds. They were, as I recall, caught in gill nets at the mouth of the Nushagak by fishermen using two man boats fitted with sails. We had a very good year. When the tide was out, the docks boats and everything was high and dry. No water in sight! Then when the tide was in, no land in sight! Some natives set their gill nets on dry land; then, after the tide had come in and gone out, they picked up their fish on dry land. (Well, not too dry!) At the conclusion of the season, the Smithers made several trips to the various company canneries to pick up workers, cases of salmon, etc. I presume the old routine of salmon cannery operations is finished, radio operators, etal. However, it was a real pleasure to have participated in the operation.

Dillingham, an Indian School across the river was a place of interest I visited several times. I was able to work KPH from Bristol Bay with the 2KW spark several times - also, KEK. Yes, I always carried my own two stage audio amplifier, Leach Relay and Electro Bug. (KPK - was that the new RMCA station in Oregon?) Chinn later worked there.

I am sending along several pictures. One of particular interest is of the yacht "SS Aquilla" of Skinner & Eddy, Sunny Point Packing Co. The pictures were taken near Kenai about 1927 by Radio Operator Charles S. Daggy (deceased). Daggy spent considerable time installing the radio equipment of Northern Electric in Alaska. Later he was one of the pioneers of sound recording of movies in Hollywood, where he was associated with many of the famous. P.S. We went to WSC together 1923, 1924, and 1925. (E.E.)



King Cove and Fox Island from the mountain in the background. Hugh H. McFarlane photo - 1928



"FISH WIRELESS"

By Dexter S. Bartlett 145 - SGP

Even back in 1913, the following Alaskan salmon cannery stations were listed in the "Yearbook of Wireless Telegraph Stations". KIU Burnett Inlet, KHC Chignik, KHG Clarks Point, KIT Kake, KHA Karluk, KHB Koggiung, KHT Naknek, KHF Nushugak, and two steamers WNS Kvichak and WNE Nushugak. These were all Alaska Packers Association stations, so they must have had progressive management. However, a short while later Libby McNeil & Libby got into the act with KMT Libbyville, whose rotary gap output covered the North Pacific. By the twenties, Alaskan stations were too numerous to mention.

Following is a 1922 list of ships, with Libby = Libby McNeil & Libby, APPA = Alaska Portland Packers Association. APA = Alaska Packers Association, PAF = Pacific American Fisheries. WHR sv Abner Coburn Libby; WLA sv Benj Packard, Booth Fisheries Wrb sv Berlin, APPA; KMA Catherine D. PAF; WAC ss Chicago, Booth Fisheries; KOT ss Kamak APA; WNS ss Kvichak APA; WSG ss Norwood PAF; WNE ss Nushugak APA; WSD ss Redwood PAF; KULV ss San Juan Libby; KERF sv Star of Greenland APA; KUGQ Star of Holland APA; KXOA sv Star of Lapland APA; WPS ss Starr San Juan Fish; WHG sv W.F. Burrows Libby; WND sv Windber PAF.

Chinese George Chin was on the Catherine D. for several years and was well liked by all. Later he returned to China and was in charge of all their radio facilities.

In Bristol Bay there was no mail service, so everything was cleared by wireless, mostly clearing through NPQ St. Paul and Fairbanks. At times Bristol Bay traffic was heavier than New York harbor. There possibly was one difference though, as according to rumors, when interference became bad a deer rifle slug into the offender's radio shack would stop the QRM. There was an intense rivalry between canneries, which even carried down to their operators, as everything had to be sent in highly secret codes, so rival operators would not reveal the canners day pack, etc.

Modern day Bristol Bay fishermen, in flying up and down, surely must have an easy life compared to the old timers. Then the crews had to start in early spring, help sail the old windjammers up, with the cannery operators as ship operators, get the cannery ready, then fish twenty-four hours a day, with just an occasional catnap and in the fall they had to sail themselves back with their season's catch. Fishing started when the fish arrived and stopped when they left, with no fishing laws of any kind.

It was usually November before they saw Seattle, Portland, Astoria, or Frisco again. Also, those sailing ships were getting decrepit and some never made it. At the end the crew would all be clean, even if their hair came down like a modern Hippie. Probably the only scissors aboard would be canning tinsnips.

Stewards, on the Alaskan passenger ships, would try and have a little refinement in the first class dining room. But, usually a character would come in unwashed and in a undershirt, loudly proclaiming, "First class ticket means first class grub". They dared not kick him out as he might be a big-shot cannery owner with a large cargo of salmon to be shipped. Then there was "Hungry" Peterson, who did not belie his name and when canning pink salmon would label the cans, GUARANTEED NOT TO TURN RED.



The fishing steamer STARR at Sawmill Bay in 1917 with fish dories stacked aft. Photo by "Bart"

Tug GOLIAH (WPG)



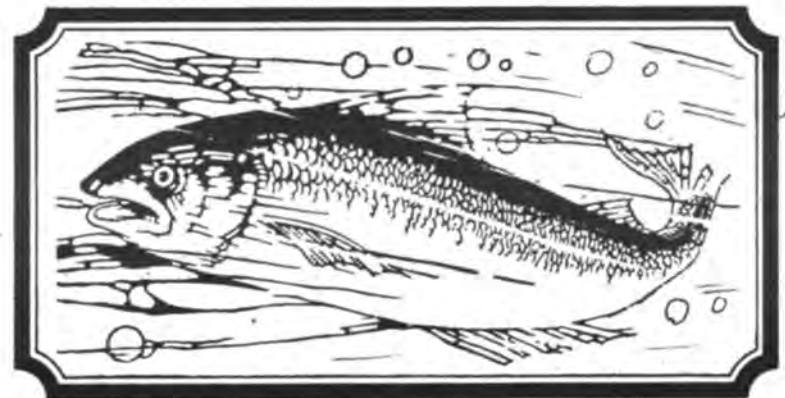
The 'Windjammer's Guardian Angel

Another Bristol Bay cannery landmark was C.E. "Squeeky" Anderson. Figuring that if he was good in jockeying barges, the navy commissioned him, and in WW-II he made good in directing eight beach landings. He distained such things as electronic loud-speakers as his shouting could be heard through shot and shell. Undoubtedly he was the first native born Swede to make Rear Admiral in the U.S. Navy.

In 1917, aboard the tug Goliah "WPG", I stayed up late as usual copying press and would sleep in. One morning, as a lark, the crew woke me for breakfast. With nothing else to do, I adjusted the cat-whisker and found the cannery sailing ship St. Francis "WHH" had been sending SOS. She had drifted ashore in Unimak Pass, bound for Bristol Bay. It took us six hours to reach the scene and found the SS Norwood had already started rescuing the crew. The St. Francis had about 150 Chinamen on board, as the iron chink or mechanical fish cleaner had not come into general use. They were in luck as the wind had died down and the boat crews were able to cross into the surf. We took off several life boat loads of those chattering Chinese, who still exuded the sickening smell of opium. The St. Francis was too fast aground so our dreams of salvage money died. Real old time radio men, Cyril Pemberton, was on the Norwood and "Dad" Wampler on the St. Francis.

* * *

Why don't you kind folks write up your thrilling stories? If you are like me that knows not the difference between colons and semi-colons, just write as if you were telling your long lost buddy. Then polish it a couple of times and I am sure that "Bill" would be glad to see them. --Old Bart.





"Mercy Cruise" of the USS. Marblehead to Bristol Bay

By Ralph L. Hazleton SOWP No.11

It was in June 1919, seven months after the Armistice had been signed in November, 1918. The Cruiser Marblehead/NGK was back to the Pacific Coast after spending the war patrolling as far south as Peru and later duty in the Gulf of Mexico looking for enemy submarines. The Marblehead had served honorably in two wars, the Spanish-American and World War One.

The Navy had begun to wonder how to dispose of this old ship, what with age the cost of maintaining was prohibitive. And besides, there was a crew of sailormen to dispose of too! Some had been discharged, some had elected to ship over, and the rest stayed aboard 'champing at the bit' to get out. Since a goodly number shipped for the duration, the Navy was duty-bound to discharge us. In the Radio Gang one transferred to NPM and "Ham" Marshall, SOWP #2201-SGP later shipped over and went to Alaska. The Navy did tho, offer Radiomen a choice of any Navy shore station duty on the Pacific Coast.

The ship was around the Pacific Coast in and out of port and giving good shore leave. In San Francisco one day order came from the Navy Department for the Marblehead to take a medical relief expedition to Bristol Bay in Alaska. This was early June. In the course of time the dreadful epidemic of Spanish Influenza spread from Europe, to U.S. East Coast, across the country and to Alaska. We had it at Key West the spring of 1918 and it hit every member of the Marblehead. It was out of hand with the Alaskan Natives. They were dying by the thousands.

Soon the expedition members and supplies came aboard the ship and we were all set to shove off. Six nurses came with the supplies. They were quartered aft someplace with the Officers. Whenever they ventured on deck we noted they were well "protected" by the Brass. There was one with auburn hair and she attracted extra attention.



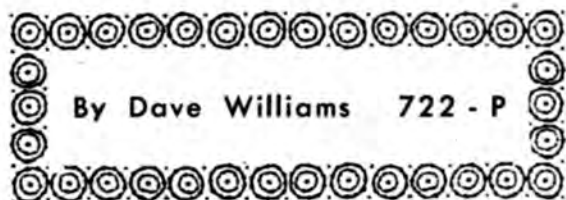
USS. MARBLEHEAD 1917

The Marblehead touched in at Bremerton to top off bunkers and then set the course for Bristol Bay. In due time she arrived thru the Aleutians to Bristol Bay. Relief parties were sent ashore to several villages with supplies and they had lots of work to do. The "flu" had hit most of the adult population and they were passing out in great numbers.

At Dutch Harbor the Coast Guard Cutter Unalga was docked. Sailors from her took over the orphanage there and had to run this for several weeks. Of course there was no shore leave for our crew and we saw very few fish. After two weeks the situation eased up and so the Marblehead dropped down to Dutch Harbor for bunkers enroute to San Francisco.

On July 3rd we sailed for San Francisco direct. And we were still thinking of being discharged upon arrival there. On July 4, 1918 at sea we copied press from KHK and got the Dempsey-Willard fight blow by blow. It was an uneventful voyage to SF and we were happy to be back. Eventually most of the Radio Gang were discharged one by one including myself in September. Four of the Marbleheads are still around, four in Oregon and one in Washington. We hear from them on occasion.

ASSIGNMENT - STAR OF FALKLAND - 1926



By Dave Williams 722 - P

ALASKA PACKERS had many ways of getting to Alaska. The full-rigged sailing vessel "Star of Falkland" was one of them - at least in 1926 when I signed on for a season in the Northland. I have enjoyed reading about the experience of Dexter Bartlett in the Bristol Bay canneries and others who spent a season or so with the fishing fleet. Regretfully, when it comes to writing an article, I am short on ability but long on ego so ... I will try to cover some of the 'high-lights'.

Many members will, no doubt, recognize the one-half kilowatt "navy standard" quenched gap spark transmitter and the regenerative honey-comb coil receiver. Also, the "send-receive" switch which we soon learned to use with much dexterity.

Bless the three 100 watt lamps on the "A" battery charging panel. These provided the only heat in the room -- consequently the batteries were always fully charged - man was it cold!

Midships, in a small deck house, a one cylinder Delco engine went "pfutt-pfutt-pfutt" as it drove a DC generator, charging lead-cell batteries in glass jars. This lay-out furnished power for a few small lights around the ship and the navigational "running lights" as well as power for the radio station.

When the vessel was on a starboard tack and heeled over about 15 degrees the engine would stop. Something to do with the carburetor.

My apologies to the real "spark gap" pioneers -- they probably consider this apparatus modern and sophisticated when compared to the equipment they operated. At least my spare receiver in the drawer used a cat-whisker and the coil was wound with expensive litzendrat wire!



Picture: Wireless telegraph station "KFFM" aboard the full-rigged sailing vessel "STAR OF FALKLAND" - 1926.



ALASKA STEAMBOATING

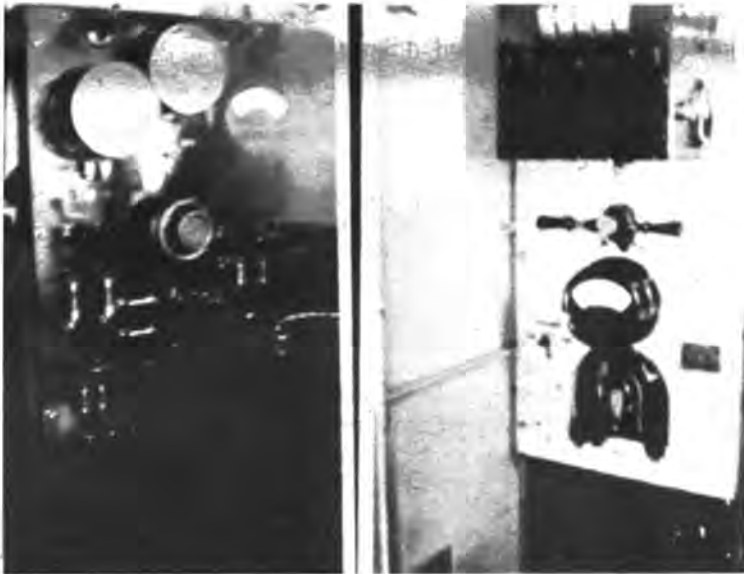


BY DEXTER S. BARTLETT

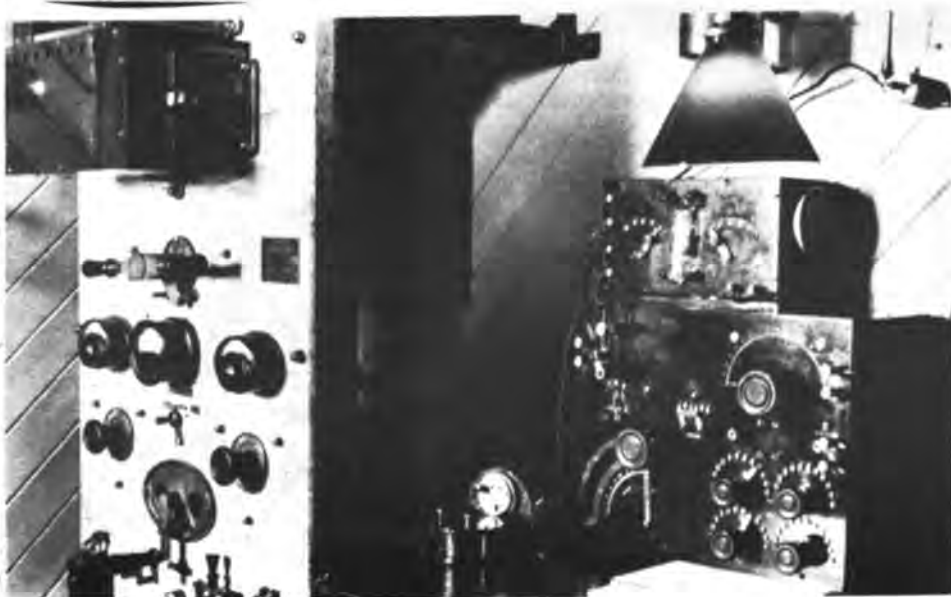
Halibut and cod fishing was a different poker game than salmon fishing. When the tug Goliah was taken over by the Navy, I lost a comfortable home so in 1917, I shipped out on the halibut fishing steam Starr/WPS which later was to replace the old Dora on the Aleutian run. Although it was not much of a home, hanging on the fishbanks all winter in all kinds of weather, yet it was a good paying job.

The Starr, along with the Zapora/WPQ and the coal burning Chicago/WAC were equipped with twelve dories with two fisherman to the dory. They used long lines with spaced short baited lines attached at three foot intervals. These they played out and marked with buoys. The lines would sink to the bottom, usually one hundred fathoms or six hundred feet, with the herring bait floating a few feet from the bottom, just right for halibut and cod. After a few hours wait, they would haul in the lines and sometimes would each have a full dory of fish. In by-gone days the Starr would catch two hundred tons of halibut in short order, the cod being thrown overboard due to poor prices. But, even in 1917, the fish banks were being depleted and we seldom got fifty tons, even with the extensive fish banks all along the Gulf of Alaska waters.

It was remarkable how those fishermen would navigate their small dories with about two inches freeboard in fairly rough seas. They were always in danger when being taken aboard ship in their dories, of being capsized, with their heavy oilskins, boots, cold water and probably not knowing how to swim. Also, in winter there was always the danger of finding themselves alone in a dory on the high seas in a bad snow storm and lost. Although the mother ship would exert every effort to find them, there were no modern aids, so getting lost for keeps was rather easy.



KILBOURNE AND CLARKE TRANSMITTER OF THE 1917 ERA MANY ALASKA BOUND SHIPS CARRIED THESE TRANSMITTERS AS WELL AS SHORE STATIONS.



KILBOURNE & CLARKE INSTALLATION ON THE LIBBY MAINE CALL 'KDV' PLUS A HOMEBREW AUDIOTRON SET. MANY OF THE ALASKA STATIONS USED THIS EQUIPMENT.

We would generally take our small catch into Seward, but after about three months we would head for Seattle. It is remarkable how a person yearns even for some simple thing like the sound of a cable car clang or an auto horn, after being a prisoner in a small boat for many months. You really have to travel places to appreciate home, especially around Christmas time.

On one such a trip most everyone was in such a rush to hit Seattle and our ice was getting low with the danger of our fish spoiling. We missed the slack tide at Seymour Narrows by an hour or so. But, we went in anyway, recalling that "Steve Brodie took a chance". - For you young folks Steve Brodie jumped off the Brooklyn bridge and lived to become a celebrity. We soon found out, to our sorrow, that the tide tables were correct as we found ourselves in a raging mill race with ugly Ripple Rock ready to tear us apart. Being a small ship, one whirlpool spun us completely around like a cork. Very, very luckily we edged out of that into a small cove. By mid-tide we could look out and see a veritable Niagara river. Yea men, the lights of Seattle looked even brighter at the end of that trip.

That sinister Ripple Rock has wrecked twenty or more large vessels including the Burnside, Spokane, Queen, Prince George, Prince Rupert, Aleutian and SOC 95, but very luckily with little loss of life. The rock was blown up April 6, 1958 making a "TV" spectacular and leaving a 47 foot channel with less ripples. Incidentally there was wild talk around 1873 of bridging Seymour Narrows so Victoria could become a railroad center, but she preferred her quaint isolation.

When the fishermen hit port, after a good catch, "painting the town red" was their forte. One time I had some photo hypo fixing bath and an empty gin bottle was the handiest container. In port, where the ship did not roll, I started developing my films and missed my hypo. Light began to dawn on me, when I remembered that hypo is clear like gin. Going down in the Fo'c'sle, I found everyone sleeping off their 'hypo-hi-ball'!



TRANSMITTER SET ON THE SS STARR 'WPS'. KILBOURNE & CLARKE 60 CYCLE SET UP OF 1915 VINTAGE.

the UNIMAK PASS

"TELLING IT LIKE IT WAS"

PILOT

WHERE SOMETHING CAN HAPPEN AND USUALLY DOES !

CANNERY SHIP - ST. FRANCIS



An item of interest that may be worth passing on to others of the time concerns the loss of the Cannery ship 'ST. FRANCIS' owned by Libby, McNeill and Libby. She was bound from SF to Koggiung in Bristol Bay, Bering Sea and went ashore at 3:00 AM on May 10, 1917 while negotiating the waters of Unimak Pass under canvas, raging winds and seas driving her onto the rocky coast near Cape Sarichef. She struck broadside and heavy seas began to break over her, the hull was badly damaged and the water was soon up to her 'tween decks.

There were 281 persons aboard, many of them cannery workers. At the time, Joe Hammill and I were operators aboard the Pacific American Fisheries steamer 'NORWOOD' and discharging supplies at the Port Moller cannery on the north side of the Aleutian Peninsula. We left there around midnight and started heading west to Unimak Pass, bucking heavy seas, when not long after we received the 'SOS' call from the ST. FRANCIS.

We proceeded at full speed for the scene of the disaster, arriving there about 9:00 AM. Heavy seas were still running and we saw them breaking clear over the decks of the ship, most of the crew and passengers having taken to the rigging. E.V. Wampler, the radio operator on the ST. FRANCIS advised us that the survivors were attempting to make it to shore through the surf on the lee side, and it was decided that the only way to attempt rescue would be to launch several of our lifeboats and get to the beach through the heavy surf and pick up the survivors.

With the difficulties involved and the large numbers of persons to be picked up, it was a rather hazardous operation and it was nightfall before the last boatload arrived back at the 'NORWOOD'. However, there was no loss of life and very few injuries. Although we had considerable passenger accommodations, there was not nearly enough room to accommodate everybody, so we proceeded onto Dutch Harbor, where the survivors were put ashore and lodged under local government supervision until return passage could be provided to their destination.

MY MOST MEMORABLE VOYAGE

By Chester Ray Ferguson 134 - SGP

Early in 1925, I left San Francisco in the bark Star of England KF0E, bound for the Bering Sea. She sailed in the afternoon and when we got outside, there was a fresh breeze and we romped along nicely. However, by nightfall there was a rousing northeaster blowing; we had all canvas tucked away except for a flying jib, the starboard rail was almost under and we were scooting southwest. At ten o'clock that night my antenna carried away. The Star of Peru, which had preceded us, was dismantled in that storm. I know northeasters are not common in these waters and I could be wrong, but inasmuch as we were heading southwest on a port tack, it seems that it had to be a north-east gale.

After five days of running before it, we were a thousand miles off the coast of Mexico and clear off of our charts. We started making our northing then and were not far from Honolulu on the way. Later, we had wonderful days of "full and by" sailing and sometimes calms, when there were fishing lines draped over the side from stem to stern. Hundreds of cod were hauled aboard and many of them were cleaned, salted and hung up like washing to dry in the sun and were packed away to take home.

We made Bristol Bay with no further untoward incidents and while anchored there we experienced, I think, the strongest wind I ever encountered. We had two anchors out, but that wind was such that we dragged our anchors against the tide and that tide is like a millrace up there. Steamers that were there had to get up steam and I am not sure that they could retain their positions even then.

Unimak Pass was fogged in when we were homeward bound and we tacked back and forth at its northern end. Captain Schulz was on the fantail when he saw a sheer wall of rock dead ahead. He shouted at the helmsman and leaped at the wheel at the same time. When we came around, that rock was very close aboard. Captain Schulz was one angry Dutchman when he headed for the bow to see whatinell the lookout was doing. Turned out the man had lost his glasses and had been put on watch anyhow, so then the bosun came under fire.

The weather cleared up and we were on our way through the pass but had just barely made a start when I heard an SOS from the Star of France, who was almost into the breakers inside the pass and had no wind. We could not help her, so I kept quiet. There was no answer and a second and then a third SOS was sent. I then came on the air and repeated the SOS and the captain put the flag upside down at half mast to attract the attention of a couple of whalers nearby. The whalers never saw the flag, but I received an answer from a freighter which was too far away to help and from the Coast Guard cutter Haida. The Haida was not far away, but could not come to help until she got orders from Seattle! She sent a message to St. Paul Island addressed to Seattle. The message was relayed to Kodiak and thence to Seattle and back by the same route. The Star of France would have been long gone, since every inch of shoreline in the pass is nothing but hard rock. However, a slight breeze came up and she barely managed to inch away from that lee shore.

It got pretty sticky for us before we cleared the pass. We were at the southern end when the breeze, which had been light and variable, died out. To the west of us, so close that we could plainly see the whirlpools and rip tides among them, was a vast shoal of rock, as ugly a place as I have ever seen. All day we were drifting closer to the rocks then we would get a few little puffs of air and the slatting sails would belly out slightly and we would pull away an agonizingly short distance after which the sails would hang again and we would come closer to the rocks again. When I turned in, we were still there. In the morning, there those damn shoals were and we were still only getting little puffs of air now and then. By nightfall that day however, we were perhaps two miles from them and thankful for that.

When we arrived off the Golden Gate, it was a beautiful sunny Sunday and having been away for months and being full of youthful enthusiasms, I had a bad case of channel fever. I could see the cars at Lands End and we were lying out there in a dead calm. Late in the day a tug came out to take us in and simultaneously a nice breeze came up and we could have sailed in much faster than the tug took us. I signed on that ship because the day of the sailing ship would soon be over and I didn't want to miss out. I have thanked my lucky stars ever since that I did.



DEMchuck
"YOU'LL BE WORKING A LITTLE OVERTIME TONIGHT.
SIMMS - THE SHIP'S SINKING."

The UNIMAK PASS PILOT

HOW THE BARKENTINE STANDARD WAS LOST

By Howard Cookson* 140 - SSGP

So many of our fraternity have been shipwrecked with experiences far more harrowing and terrifying than the only one in which I have ever participated, that I hesitate in writing of it. But I believe that the circumstances are a bit unusual and of interest to our sea-going crowd. It should be called the story of how distress signals were put out without the benefit of radio equipment.

Up to around 1920, the various salmon canning firms on the West Coast, sent a fleet of square-rigged sailing ships from San Francisco and Seattle to their canneries in Alaska. They were a colorful lot of barks and barkentines, but no more so than their crews and cannery hands. When the time came, every spring, for the "Salmon Fleet" to head north, the police judges used to line up the bums, drunks and derelicts before them and say, "Okay boys. Six months in the county jail, or ship to Alaska. What'll it be?" As the salmon season was only three months, maybe four, and they could make a few bucks, what could they lose? They were then loaded on launches and taken, under guard, to the various ships anchored out in the middle of San Francisco Bay.

I sailed from San Francisco in the spring of 1917, aboard the three-masted barkentine STANDARD. Counting the crew and cannery hands there were about two hundred people aboard. Oh yes, and one woman, the cannery superintendent's wife. Quite a prime collection.

The ship had no radio aboard, and I was on as a passenger, to operate the cannery station (KMG) at Nushagak, Alaska. Some previous passenger had run a single wire partly up the aftermast, obviously to be used for a receiver. So I took my own little receiver along, a two tube dry cell battery job. I tried to get some weather from Coast Naval radio stations en route, but wasn't very successful.

It took us thirty six days to cover a distance of a little over two thousand miles to the entrance of the Nushagak River, on Bristol Bay, and in the middle of that pitch-dark night we piled up on Cape Constantine. There was quite a sea running, and the ship was soon in a bad way. The wooden hull cracked open and it was obvious that she could not last long. We needed help, but quick.

Rockets or lights were no good due to the fact that the country was practically uninhabited. What to do?

Then I remembered I had seen a little spark coil, with vibrator, among some discarded junk in one of the cabins. I didn't know if it would work, but by that time I would have tried anything, even a Ouiji Board. I had a few extra dry cells which I soon rigged up as a power supply, and was rewarded by a heart warming buzz from the vibrator. From each secondary post of the coil, I ran a wire, making a gap of about an eighth of an inch for the spark. For an antenna switch I simply took the antenna lead-in wire and clipped it to the receiver if I wanted to receive, or to one side of the spark gap if I wanted to transmit.

All of this time the ship was pounding on the rocks. The rudder had come up through the deck, and the pumps were useless. Everyone was considerably worried, including Cookson.

I had heard the Kvitchak Station that afternoon and knew he was quite close. So with a prayer to Allah and all his relatives, I sat me down on an upended apple box and sent an SOS on my makeshift key. At first no luck, but after the third try, Ernest Danielson, at Kvitchak, came back. I know now how people feel when they win the Irish Sweepstakes.

Yes, the STANDARD went down, but not before everyone got away in the lifeboats. The tugs sent out from shore picked us up at sea, four days later. During those four days each person was rationed a sardine a day, some crackers, and a drink of whiskey if he cared for it. I still don't like the taste of whiskey or sardines. The memory of that combination in my stomach, while riding a tossing life-boat, still lingers in my memory - and that was fifty-two years ago.

(*) Howard "Cookie" Cookson, 140-SSGP, was a Director of SOWP when he became a silent key May 22, 1975. The Barkentine Standard (KSA) piled up on Cape Constantine in May 1917 - 63 years ago.

FRED D. DECKARD

- 1913 -

FIRST JOB - WGY

- CITY OF TOPEKA -

ALASKA RUN



FRED DECKARD'S LOG

I looked up my Diary for 1917 and thought you might be interested in the following:

- April 28, 1917 - Sailed from S.F. aboard Alaska Packer steam schooner "Nushagak". A. R. Phillips second opr.
- May 08 Reached Unimak Pass 1 PM - Strong cold North wind. Entered Bering Sea 5 PM.
- May 09 2 PM reached Naknek. Left 4 PM - arr off Nushagak River 10 PM - Tacoma and India already here.
- May 10 Anchored off Clarks Point 3:45 AM
- May 11 Start towing Star of Iceland up river, then Tacoma and India
- May 13 Towed the Star of India to Clarks Point. Blowing a gale.
- May 14 Ship St. Francis total loss in Unimak Pass. 10 PM hear bark Standard aground outside river.
- May 15 Standard turned over today and is a complete loss.
- May 16 Left Clarks Point 8 AM for Naknek. Blowing a gale on Bering Sea, making 2 knots. Arrived Naknek 8 PM
- May 17 Left Naknek with Robin in tow. Arr. Clarks Pt. 8 PM. Captain Sorenson on "Lark" picked up two of Standard's boats with 45 people. Some still missing.
- May 18 Towed "India" up to PHJ - Phillips went ashore. Now alone. Steamer North Star returned tonight with more survivors. All Standard crew now accounted for. Cold, windy, ice nearly all gone out of river.
- June 09 Start fishing today.

I cannot recall the circumstances of how we got word of Standard being aground, we had two Oprs. aboard and most likely heard other stations talking. Our shore station at Dillingham manned by DeLoss Martin was in operation.



MAIL BOAT TO THE BERING SEA & ALASKAN PORTS. 1928. S.S. STARR - WPS - OWNED BY SAN JUAN FISHING AND PACKING COMPANY. FROM COLLECTION EARL KORF.



LAST VOYAGE

FIRE

OF THE S.S. RAVALLI - WGI

By **VIC. DuCette**

As told to Herb. Scott

The RAVALLI (WGI) was a grubby little double ended steam schooner of some 998 tons, 186 feet in length, and with a beam of 38 feet. In her better days she could speed along at all of 8 knots provided she had a fair wind and was cruising with the current and down hill! She had accommodations for some 36 first class passengers, and for about 40 passengers in steerage.

The RAVALLI served mainly the little out-of-the-way, and usually unheard-of spots in Southeastern Alaska; ports that the larger ships, with their "haute bourgeoisie" passengers would not bother to call at! Her schedule was usually of the order of twenty-three days round trip, Seattle to Southeastern Alaska and return. She was my very FIRST job as "Sparks" in 1916, and I served aboard her on three different and separate occasions

On what turned out to be our last and fateful trip north, we had a full complement of cabin passengers aboard, and in addition, we had some 40 passengers in steerage. These latter were mostly teenagers who had been recruited by the YMCA for work in the Alaskan canneries.

After leaving Seattle, our first stop was at Nanaimo, B.C. Here we took on a load of bulk coal destined for a cannery up north. Ultimately, as it turned out, this cargo was to become our nemesis.

When I came off watch at midnight of June 13th and turned the watch over to my second operator, we were "eight knotting" peacefully and quietly up Grenville Channel; the engines purring nicely along for all the world like a contented cat. However, about 5:30 in the morning of Friday, the 14th of June 1918, I awakened with a start, got up and dressed immediately. In my seagoing years, nothing ever disturbed me after turning in except to become aware that the ship's engines had stopped! I could sleep right through dirty weather, rolling, pitching, yawing, fog horn blasting away; but let the engines stop and I would be awake in an instant. When this would happen, I would automatically roll out of my bunk, and I would have one leg in my pants leg before my feet ever hit the deck!

As I looked out of our stateroom door, I could see that we were coasting along into a tree-lined inlet. I dashed into the wireless room which was right next door to our stateroom. There I found the second operator sitting with the headphones on, deeply involved in a profound mathematical problem, and vigorously pushing his slide rule back and forth, totally unaware that the ship's engines had stopped.

I immediately called the bridge and was told by the Mate that there was a fire in the bulk coal that had been loaded forward in one of the holds at Nanaimo. He also informed me that we were then pulling into Lowe Inlet where there was a small cannery. This was about 45 miles from Prince Rupert, B.C. Captain Nystrom, our skipper, came on the phone and told me to immediately send out an SOS and to tell any station that answered, where we were. In response to my question about the extent of the fire, the skipper said that he didn't think that it was too serious at this time. However, he wanted to get where he could remove the two large steel tanks that were sitting on top of the forward hatch. This would allow him to open up the hatch and get some water into the fire area.

We tied up at the cannery dock about 6:30 in the morning. I could hear Prince Rupert wireless station (VAJ) loud and clear with the headphones on the table. He was only about 45 miles away. However, for some reason or other, I could get no answer from him to my SOS SOS SOS de WGI WGI WGI. The RAVALLI had a Marconi 240 Hz 2KW synchronous rotary gap spark set. We usually were able to get out very well! To radiate more power I pushed the secondary of the antenna coupling unit all the way down inside the primary (to Hell with the decrement) but still no answer. (Vic didn't know it, but by this action all he did was to broaden his radiation spectrum, and decrease his radiated power - H.J.S.).

All of the passengers were put ashore at the cannery. The Steward's Department had taken some of the ship's stores ashore and so they served coffee and breakfast in the cannery galley and mess room. The skipper had been very emphatic that we stay with the wireless as long as we had any power from the engine room. Consequently, I sent my 2nd operator shoreside to get some breakfast. He was then to come back and relieve me so that I could then get some breakfast for myself.

When the tanks were lifted off of the forward hatch and put on the dock, the hold was opened up so that water could be poured into the fire. As it turned out, however, the open hatch acted like a chimney and created a draft that in no time resulted in a roaring fire. It was then that the cannery superintendent began to worry about the safety of his dock and his cannery. Finally he ordered the skipper to take the RAVALLI out into the bay, with which order we complied.

By this time the fire had extended up into the 'tween decks which was full of box shooks and general cargo. Our wireless room was on the port side at the after end of the midships housing section. In the 'tween deck just below the wireless were a couple of settler tanks that had outboard vent pipes. As the fire ate back into this area, the settler tanks began to heat up to where they did a lot of burping, accompanied by big clouds of smoke at each and every burp! Also, with each and every burp came a vigorous "thump" on the deck under foot which certainly was most disconcerting! In addition to that, smoke began sifting through the inboard bulkhead of the wireless room and the paint on the bulkhead began to blister. This was the bulkhead on which our "wireless operators" licenses were displayed. Seeing what was happening, I asked my 2nd operator to take the framed licenses down. Now unfortunately my license had a celluloid face instead of a glass one, and before the 2nd operator could get it down there was a "pouff!", a flash, and a cloud of smoke, and that was the end of my license!!

After about 45 minutes of smoke inhalation and being shaken by the settler tanks, the engine room power finally failed. So, at this point we both started stripping the equipment. We each had our own audion equipment which naturally, we salvaged first. After that we succeeded in getting everything else out of the wireless room except the motor generator which was a bit too much for us to handle. We managed to load all of the stuff on the ship's work boat and took it over to the cannery. Here we crated all of the Marconi equipment in the cannery warehouse for delivery to "Marconi, Seattle."

It was along about 10:30 that morning when a Canadian vessel, a coastal steamer, the VENTURE nosed into the bay. While our passengers were watching her dock, I overheard some of them remarking about what a wonderful thing this wireless was that enabled us to call another ship to our assistance.

When the Venture docked, I went aboard and found her one and only wireless operator still asleep in his bunk. He knew nothing about our plight. As it happened, Lowe Inlet was one of his ship's regular ports of call. Consequently, I didn't feel that it was at all necessary for me to disillusion the passengers about their ideas of the wonders of wireless.

RAVALI'S LAST VOYAGE...DUCETTE

After discharging her passengers, and a bit of freight for the cannery, the VENTURE pulled out into the stream alongside of the burning RAVALLI and started pumping water into her hold. However, the Inlet was so shallow where the RAVALLI was anchored that she settled very little further and brought up on the bottom, and the fire kept burning merrily away.

It was decided to send all of us, both passengers and crew, to Prince Rupert on the VENTURE. As we pulled out of Lowe Inlet about dusk, the RAVALLI was still burning furiously. Suddenly we heard a big "whoompp," saw a flash, and with that the fore-poop of the RAVALLI went zooming up into the air with the anchor windlass a-flying along with a great amount of debris!

It was along about 2:30 in the morning of June 15th that we arrived at Prince Rupert, B.C. aboard the VENTURE. From the dock to the hotel where we were to stay was a distance of about a mile - and all up hill!! Besides that, it was pouring down rain in regular torrents.

On that very early morning trek up the hill to the hotel, I was accoutred as follows: on my head was my uniform hat with its plastic rain cover, a yellow oilskin slicker over my uniform. I carried one large suitcase containing my shoreside suit, shirts, and such. In addition I had two pillow cases filled with the overflow from the suitcase. The pillow slips were tied together and slung over my left shoulder. Over my right shoulder was slung a pair of rubber hip boots that had been tied together. Carried in my hands was my most precious item, my box containing the audion detector and amplifier!

The hike up to this hotel was the longest, wettest mile that I have ever walked! Arriving at the hotel I was checked in by the purser who said that he would make up the payroll that night and pay off everyone in the morning after which he would make arrangements for our transportation back to Seattle.

I went up to my room, dropped my stuff on the floor, and was so exhausted that I don't even remember going to bed. Apparently, I just flopped on the bed - hat, slicker, clothes, shoes, and all and immediately became an inert body. Just before eight in the morning I was most unceremoniously roused out of bed for breakfast.

Since I was Freight Clerk/Operator it was my job to assist the Purser in paying off the crew. As there was not enough money in RAVALLI's safe to pay everyone off, it was decided to cover what we could in cash and to issue company vouchers for the balance. When it came down to me, the last one to be paid off, I received one American fifty dollar bill and a company voucher for fourteen dollars.

Upon receiving my money, I immediately went up town to send a telegram home so the folks would know that I was all right. Of course I had to pay for this with my fifty dollar bill, receiving in change a wad of Canadian paper money. Now at that time World War One was in progress and Canadian paper money was discounted 18% in Seattle, whereas, Canadian silver was only discounted 5%. Consequently, I went around Prince Rupert buying cigarettes, candy, gum, etc., exchanging my Canadian paper money for Canadian coinage.

It was along about noon time that the Admiral Line steamer CITY OF SEATTLE arrived at Prince Rupert whereupon she picked up all of our passengers and took them on northwards to their respective destinations. By 3:30 that afternoon the PRINCESS SOPHIA arrived, southbound for Vancouver, B.C., and we boarded her. I was carrying about three pounds of Canadian coins in my pockets so when I was assigned my stateroom, I dumped it all on my berth.

At dinner time I was placed at the table headed by the wireless operator. Of course I had to tell him of the RAVALLI's disaster and after dinner we adjourned to the wireless room to continue our discussion.

The waiter at our table was also my room steward and as I was leaving the dining room he called me aside and told me that I had dropped something in my stateroom and that he had wrapped it up in a towel and put it under my pillow. When I returned to my stateroom - there it was - all of my Canadian coinage, EVERY DIME OF IT! When I disembarked at Vancouver, B.C. I made sure that the room steward was well remembered with the kind of remembrance that stewards like best to receive.

From Vancouver, we returned to Seattle aboard the PRINCESS VICTORIA. Thus endeth the saga of the RAVALLI (WGI). May her bones rest peacefully in Lowe Inlet.

One final comment - humorous now, but not to me then - I caught "what for" in no uncertain terms from the Marconi Company in Seattle for salvaging the wireless equipment from the ship! It was clearly pointed out to me that they would have been far better off financially if I had left the equipment aboard and that then they would have been able to collect the insurance!

Oh, well! You just can't please everyone!



The Skipper's Log

'CLEARING THE HOOK'

(Continued from Page 2)

RE: EXTRA COPIES SPARKS JOURNAL

Frequently we receive calls for additional copies of the SPARKS JOURNAL. The Bristol Bay edition of the JOURNAL is larger than those in the past, hence cost of printing and mailing also cost more. Extra copies will be furnished "Active Member" (Those who have paid their 1981 dues) @ \$3.00 each Postpaid. Inactive and Non-members @ \$4.00 each, contingent upon supply. A special price is made to members whose stories appear in the current number of \$2.00 each up to 6 copies.

STATUS OF PUBLICATIONS

We hope to complete work on "SPARKS IV" after mailing this issue of the Journal and will do our best to get it out, hopefully in September. We also plan to complete the "WIRELESS - ALMANAC" and have it in the mail by early December. Meanwhile, we will have two issues of Sparks Journal to publish and mail by the end of the year.

COMING JOURNALS

- WHAT WOULD YOU LIKE TO READ ABOUT?

Following are the title/s of 'special editions' we plan for future SPARKS JOURNALS. The tentative proposed listings may not be in order of publication but it will give you an idea of our current plans:

- (1) PIONEER WIRELESS WOMEN;
- (2) Tropical Radio Telegraph Co., (TRT) and ships of the Great White Fleet;
- (3) Aviation Radio;
- (4) The World's great ships - their equipment and the Wireless men who sailed them;
- (5) U.S. Coast Guard and Amver;
- (6) South WELLFLEET and other Cape Cod Stations;
- (7) Tanker men - their ships and equipment;
- (8) Canadian Wireless;
- (9) High-Power stations of the world;
- (10) The Inventors and Entrepreneurs;
- (11) Military Wireless men and stations;
- (12) SOWP Members who have enriched wireless and electronic history. (These are but a starter).

Members are invited to help us in two ways. FIRST: Tell us which of the above interest you the most and preference in their publication - you are invited to suggest other fields for inclusion in our list).... SECOND: Send us any material you have plus pictures or illustrations on the subject so that we can build up a dossier for each special issue.

Also please note: The entire space in each edition will not be given over to this special issue subject. Approximately 50% will be reserved for various general interest articles and stories so that members can expect a varied 'product-mix'.

CHANGE IN INITIATION FEE TO JOIN SOCIETY APPROVED

The "One-Time" initiation fee, when joining the Society, has been raised from \$2.50 to \$5.00 effective immediately. This is to provide extra funds needed in processing the applications of members joining and the mailing of Society papers and documents. A recent analysis of cost indicates that we are now operating at a deficit in processing new members. The annual dues will remain the same, ie: \$10.00 per year or 3 years in advance for \$25.00. Please update older applications you may have on hand before handing them to a new prospect. This will save us both much time and correspondence.

1981 DUES - ARE THEY PAID?

We have published notices in the last two issue of SPARKS JOURNAL that unless your 1981 dues are paid, it will be necessary to discontinue mailing further publications to you as it is unfair to those who do take care of their obligations in funding the Society. The "Do it yourself" mailing of dues in response to the requests made have been quite successful. However, it is realized that some may not have read these items or it was overlooked. May we request that you give this your immediate attention so that we can restore your name to our mailing list without missing of copies scheduled in the near future. Thank you.

CERTIFICATES - SOS/CQD CERTIFICATES, ETC.

Regretfully the pressure of other work has not allowed us to keep up on the processing of our Wall Certificates for new members who have joined in the past year. We expect to have additional help starting in August and hope that we can program the processing of all certificates and catch up with the backlog. We appreciate your patience and understanding.

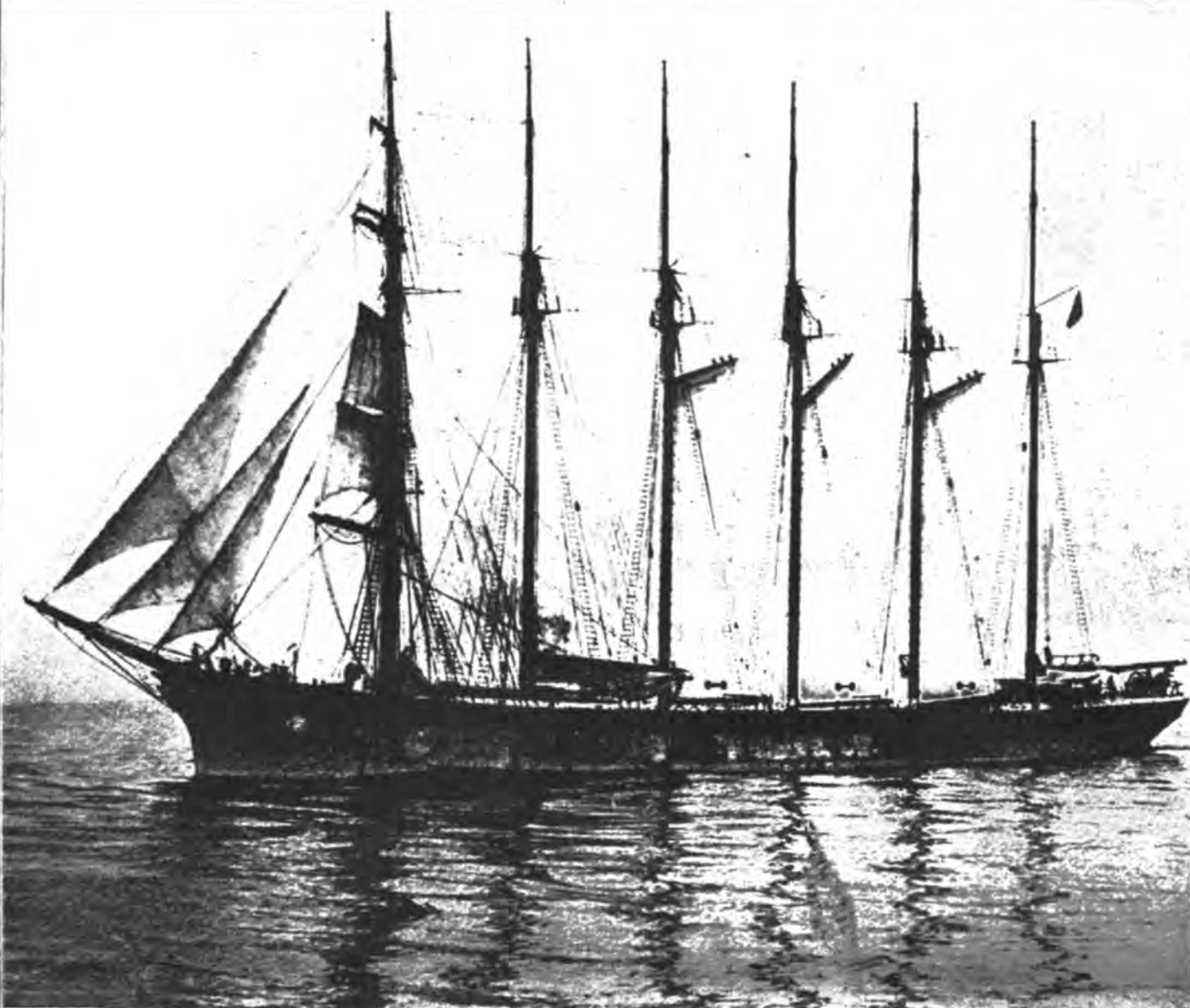
CORRESPONDENCE - POSTAGE - ETC.

One way members could assist in speeding up mail replies and the handling of correspondence is that of enclosing a "SASE" with your letter or inquiry, especially re: dues etc. Enclosing a stamped return addressed envelope would assist greatly in handling the volume of correspondence we receive. Of course this does not apply to members in Canada or foreign countries. Thanks.

THE SPARKS JOURNAL

LAST VOYAGE - CITY OF SYDNEY

End of an Era



Historically, the discovery of GOLD in California on Jan. 24, 1848 started a 'gold rush boom in the nautical world that has had few equals. Space on any and every ship California bound was at a premium! Besides immigrants, cargo space was needed for supplies in the new land. Hundreds of sailing ships of every type were pressed into service and after 30 years, the arriving and departing 'windjammers' in the Port of San Francisco averaged nearly two ships a day. Cargoes of wheat, lumber and produce filled space on out-bound ships so it soon became one of the largest 'sailing-ship' ports of the world.

With the passing of the years, the need for cargo space became even more demanding. Ship types changed from the smaller sleek and trim "Clippers" to the great "Square-Riggers" designed for both speed and cargo. One of these great windjammers was the Barkentine CITY OF SYDNEY.

This ship, unique in design, was built at Chester, Pa., in 1875. She was one of the only two known 6-masted Barkentines ever built. A large ship for her day, she was registered at 2908 tons. Her contemporary was the E. R. Sterling (launched as the Everett G. Griggs in Belfast Ireland - 1883). The Sterling survived until 1928 when it was demasted in the South Atlantic by fierce gales. She was later scrapped in an English yard.

The 'Saga of Wind and Sail' ended at the turn of the century as the 'Age of Steam' took over. Some of the windjammers were to linger on for another thirty years - especially in the 'cannery-business' in Alaska where it was still economically possible to use the old 'Square-Riggers' on their annual quest for salmon. By 1935 they too were but a memory. Time had taken its toll. - 30 -

Pacific Marine Review - 1924



Alaska Packer's Association

What became of these 'Famous' SQUARE-RIGGERS?
Read Story starting Page 1.

- | | |
|------------|------------|
| ALASKA (*) | ICELAND |
| BENGAL | INDIA (**) |
| CHILE | ITALY |
| ENGLAND | LAPLAND |
| FALKLAND | PERU |
| FINLAND | POLAND |
| FRANCE | RUSSIA |
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| ICELAND | ZEALAND |

Museum Ships (*) Balclutha San Francisco (**) San Diego



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TO:

Newsletters from the Society of Wireless Pioneers, founded 1968
~ Dedicated to the History of Seagoing Wireless Operators ~

Special thanks to the following for these documents:
Key [SK = Silent Key, SGP = Spark Gap Pioneers, P = Pioneers,
V = Veteran, M = Member, Sparks = Worked at Sea]

- (SK) Ed Raser, W2ZI, Radio Pioneer, Sparks, SOWP #35-SGP
- (SK) Bill Gould, K2NP, Radio Pioneer, Sparks, SOWP #565-P
- (SK) Matty Camillo, W2WB, Sparks, SOWP #750-SGP
- (SK) Dare Robinson, WB2EVA, Sparks, SOWP #2284-SGP
- (SK) Ray Brooks, K2LTX, Sparks, SOWP #1387-P
- Olive Jesse Roeckner, VA6ERA, Sparks, SOWP #2891-V
- Spud Roscoe, VE1BC, Sparks, SOWP #2301-M
- David J. Ring, Jr., N1EA, Sparks, SOWP #3709-M
- Steven Rosenfeld, Infoage Librarian, Tech at WOO

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Printed in U.S.A

The SCIENTIFIC & HISTORICAL RECORD OF THE EARLY DAYS OF WIRELESS